PLANNING COMMISSION MEETING

7:00 PM

November 14, 2019

Prior to the Meeting: 5:30 p.m. ***Planning Commissioner Training***

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. ADDITIONS TO OR DELETIONS FROM THE AGENDA

5. APPROVAL OF MINUTES

October 24, 2019 Meeting Minutes

6. PUBLIC HEARINGS

A. UNPLATTED LOOKING GLASS SEGMENT 1 - Sketch and Preliminary Plans

Applicant:	**JEN Colorado 18, LLC, Larry Jacobson**
Location:	**Generally located at the southwest Corner of Crowfoot Valley and Stroh Roads**
Department:	**Community Development, Paul Workman TRAKiT**
No.:	**SUB19-021 & SUB19-022**

B. BLAIR INDUSTRIAL PARK REPLAT OF TRACT 3 L3 - Use by Special Review for Camp Bow Wow Kennel Expansion

Applicant:	**Todd Woody, PM Design Group**
Location:	**Generally located at the west side of the intersection of Progress Drive and Mountain Man Drive**
Department:	**Community Development, BrieAnna Simon**
TRAKiT No.:	**Z19-020**

7. PUBLIC MEETINGS

A. DRAFT RESOLUTION NO. 19-101 - A Resolution to Adopt the Parker Corridor Plan, as a Part of the Parker 2035 Master Plan

Applicant: **Town of Parker**
Location: **Townwide**
Department: **Community Development, Mary Munekata**
TRAKiT No.: **PLN16-001**

B. DRAFT RESOLUTION NO. 19-097 - A Resolution Supporting the Recommendations Concerning the Park Dedication Standards Contained in the June 2019 Park Dedication Standards Update Recommendations Report Prepared by MIG, INC.

Applicant: **Town of Parker**
Location: **Townwide**
Department: **Community Development, Mary Munekata**

8. PLANNING COMMISSION ITEMS

9. STAFF ITEMS

APPROVAL OF 2020 PLANNING COMMISSION MEETING DATES

10. ADJOURNMENT

PLANNING COMMISSION MINUTES
October 24, 2019

Chair Gary Poole called the meeting to order at 7:00 p.m.

The Planning Commission and audience joined in saying the Pledge of Allegiance.

Also, present were Commissioners Duane Hopkins, Ruth Ann Nelson, John Howe, Erik Frandsen, Eliana Burke and Alternates Susan Caudill (seated for the absent Commissioner Richard Foerster) and Tracie Manske. Alternate Kimberly Rodell was absent.

ADDITIONS TO OR DELETIONS FROM THE AGENDA
None

APPROVAL OF MINUTES
Commissioner John Howe moved to approve the October 10, 2019 meeting minutes. Commissioner Ruth Ann Nelson seconded; a vote was taken and passed 7:0.

PUBLIC MEETING: OPENED: 7:02 P.M. DRAFT ORDINANCE
ORDINANCE NO. 3.326.2 - A Bill for an Ordinance to Amend Sections 13.06.020, 13.10.160, 13.10.200 and 13.16.040 of the Parker Municipal Code Concerning the Town of Parker Development Design Standards
Applicant: Town of Parker
Location: Townwide
Department: Community Development, Carolyn Washee-Freeland

Carolyn Washee-Freeland, Planner, presented the staff report for the draft update to the Land Development Ordinance concerning Development Design Standards. Ms. Freeland concluded with the determinations in staff's report and recommended the Planning Commission recommend Town Council approve the proposed amendment.

Commissioners had no questions for staff.

APPLICANT PRESENTATION
Staff presentation only.

PUBLIC COMMENT OPENED
None

PUBLIC COMMENT CLOSED

PUBLIC MEETING: CLOSED: 7:09 P.M. DRAFT ORDINANCE

PLANNING COMMISSION DISCUSSION

Commissioners discussed:

- they are aware and appreciate the thought, time and work that went into the document
- they were impressed with the charts and the clarity of the standards versus the current guidelines, as a great improvement
- congratulations to staff and Planning Commissioners for a well done document
- the document is straight-forward and easy to read
- great addition to the Town of Parker
- the document reflects the thoughts of the community

Commissioner John Howe moved that the Planning Commission recommend the Town Council approve the Development Design Standards and Ordinance 3.326.2. Commissioner Eliana Burke seconded; a vote was taken and passed 7:0.

PUBLIC MEETING: OPENED: 7:12 P.M. DRAFT ORDINANCE

ORDINANCE NO. 3.01.120 - A Bill for an Ordinance to Amend Title 13 of the Parker Municipal Code Regarding Hemp Operations in the Light Industrial Zone Districts

Applicant: Town of Parker
Location: Townwide
Department: Community Development, Bryce Matthews

Bryce Matthews, Planning Manager, presented the staff report for the draft update to the Land Development Ordinance regarding the hemp operations in the Light Industrial Zone Districts. Mr. Matthews concluded with the determinations in staff's report and recommended the Planning Commission recommend Town Council approve the amendment.

Commissioners discussed with staff:

- the recommendation to allow the use by right versus use by special review; (*Staff said both uses were considered; in review of other jurisdictions there appeared to be a clear break between heavy industrial uses and similar light industrial uses currently permitted by right.*)
- if the use will be permitted throughout town; (*Staff said the use is specific to the light industrial zone areas in town.*)

APPLICANT PRESENTATION

Staff presentation only.

PUBLIC COMMENT OPENED

None

PUBLIC COMMENT CLOSED

PUBLIC MEETING: CLOSED: 7:16 P.M. DRAFT ORDINANCE

DRAFT

PLANNING COMMISSION DISCUSSION

Commissioners discussed the request:

- is clear
- administratively clarifies what is permitted and where
- addresses concerns for employees and the community surrounding noise and odors of hemp manufacturing
- allows for economic growth

Commissioner Eliana Burke moved that the Planning Commission recommend Town Council approve an ordinance to amend Title 13 of the Parker Municipal Code regarding Hemp Operations in the Light Industrial District. Commissioner Erik Frandsen seconded; a vote was taken and passed 7:0.

PUBLIC MEETING: OPENED: 7:19 P.M. DRAFT ORDINANCE

ORDINANCE NO. 3.01.121 - A Bill for an Ordinance to Amend Subsections 13.12.030(c), (d) and (e), 13.12.040(b), (c) and (e) of the Parker Municipal Code Concerning Commercial Wireless Facilities

Applicant: Town of Parker
Location: Townwide
Department: Community Development, Bryce Matthews

Bryce Matthews, Planning Manager, presented the staff report for the draft update to the Land Development Ordinance to amend Subsections 13.12.030(c), (d) and (e), 13.12.040 (b), (c) and (e) of the Parker Municipal Code concerning Commercial Wireless Communication Facilities. Mr. Matthews concluded with the determinations in staff's report and recommended the Planning Commission recommend Town Council approve the proposed amendment.

Commissioners discussed with staff:

- the allowed distance between cell facilities; (*Staff said the current code allows cell facilities no closer than 600 feet to other cell facilities unless they are co-located on an existing light post or other facility.*)
- at what point cell facility height is measured on a building; (*Staff said height is measured from the roof of the building and the proposed ordinance allows for a cell facility 12 feet above the building roof; the overall height may be five feet above the maximum building height allowed in the zone district when approved by the Planning Director*.)

APPLICANT PRESENTATION

Staff presentation only.

PUBLIC COMMENT OPENED

None

PUBLIC COMMENT CLOSED

PUBLIC MEETING: CLOSED: 7:26 P.M. DRAFT ORDINANCE

DRAFT

PLANNING COMMISSION DISCUSSION

Commissioners discussed the request:

- is clear and administrative
- is good to have extensive rules and regulations on wireless communication facilities installations
- allows the Town to be competitive in having 5G wireless technology capabilities for current, future business and residential use

Commissioner Ruth Ann Nelson moved the Planning Commission recommend Town Council approve an ordinance to amend Section 13.12 of the Parker Municipal Code regarding Commercial Wireless Communication Facilities. Commissioner John Howe seconded; a vote was taken and passed 7:0.

PLANNING COMMISSION ITEMS

Commissioner Ruth Ann Nelson shared she participated in and recommended others participate, in an informative and enjoyable, Douglas Land Conservancy tour of the Harvie Open Space.

STAFF ITEMS

Staff invited the Planning Commission to participate in a presentation of the final draft of the Parker Road Corridor Plan at a Community Open House on Wednesday, November 13, 2019 between 5 and 7 p.m. at the PACE Center.

Staff reminded the Planning Commission of the next training on the Greater Downtown District zone district and the My Mainstreet project at 5:30 p.m., prior to the November 14, 2019 Planning Commission meeting.

ADJOURNMENT

The meeting was adjourned at 7:29 p.m.

Rosemary Sietsema	Gary Poole
Recording Secretary	Chair

DRAFT

Planning Commission Staff Report

Planning Commission Date:	**11/14/2019**
Town Council Date:	**12/2/2019**
Hearing Type:	**Public Hearing** **UNPLATTED – LOOKING GLASS SEGMENT 1** **Sketch and Preliminary Plans** **TRAKiT No(s): SUB19-021 and SUB19-022**
Location:	**Southwest corner of Crowfoot Valley Road and Stroh Road**
Project Planner:	**Paul Workman, Senior Planner**
Applicant:	**Larry Jacobson, JEN Colorado 18, LLC**
Executive Summary:	**The applicant is requesting the approval of sketch and preliminary plans for the ability to plat 588 single-family detached residential lots with 136.25 acres of open space and 17.05 acres of park space.**
Staff Recommendation:	**Approval with Conditions**

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council approve the proposed Unplatted Looking Glass – Segment 1 Sketch and Preliminary Plans subject to the three (3) conditions in staff's report."

1. ***Utility easements as requested by Public Service Company of Colorado, Intermountain Rural Electric Association and Parker Water and Sanitation District must be shown on the Final Plat.***
2. ***All comments provided by Aztec Consultants must be addressed during the final plat process.***
3. ***The applicant shall meet the required setbacks and zoning within the Planned Development Guide.***

ALTERNATIVE MOTIONS

"I move the Planning Commission recommend Town Council approve the proposed Unplatted Looking Glass – Segement 1 Sketch and Preliminary Plans."
-List proposed conditions

"I move the Planning Commission recommend Town Council deny the proposed Unplatted Looking Glass – Segment 1 Sketch and Preliminary Plans as the request does not meet the following approval criteria:"
-List criteria not met (either by staff or Planning Commission)

"I move the Planning Commission vote to continue the proposed Unplatted Looking Glass – Segment 1 Sketch and Preliminary Plans to a future date."

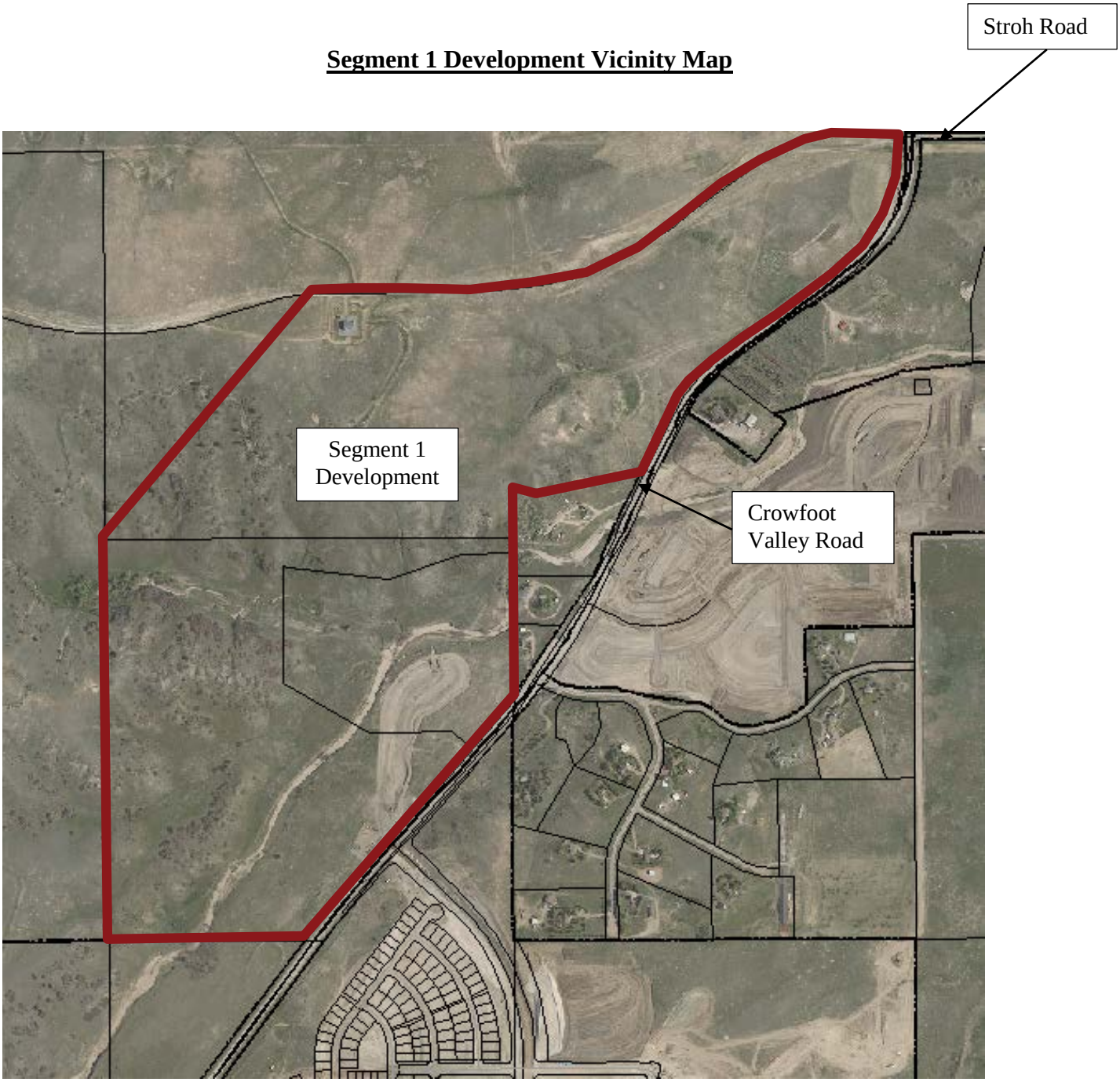
I. BACKGROUND/DISCUSSION

The subject property is generally located at the southwest corner of Crowfoot Valley Road and Stroh Road. The site is currently undeveloped and surrounded by an undeveloped site to the north (Anthology North), unincorporated Douglas County residential development, the Meadowlark development and the Trails at Crowfoot development to the east, undeveloped parcels located in unincorporated Douglas County to the south and the balance of the Hess Ranch development (currently undeveloped) to the west.

The applicant, JEN Colorado 18, LLC, is requesting the approval of the "Development" Sketch and Preliminary Plans for Segment 1 of the Hess Ranch property. The "Development" Sketch and Preliminary Plans will include six separate filings for 588 single-family detached residential lots with 136.25 acres of open space and 17.05 acres of park space. In August of 2019, Town Council approved the "Infrastructure" Sketch and Preliminary Plans for Segment 1 of the Hess Ranch property which approved the major roadway extensions (Stroh Road, Chambers Road and Spirit Trail Boulevard) and associated infrastructure to support the proposed residential lots. The request for the approval of the "Development" Sketch and Preliminary Plans is consistent with the Waiver Resolution approved by Town Council in April of 2019 that allows the applicant to process the subdivision of the property in segments.

The approval of the sketch and preliminary plans does not formally create the lots and associated improvements. Instead, the approval of the applications will allow for the applicant to execute final plats consistent with the Sketch and Preliminary Plans. The Final Plats will create the lots and associated improvements.

Segment 1 Development Vicinity Map



Segment 1 Project Area

	PAIRED HOMES	45'x110'	50'x110'	60'x110'	70'x110'	TOTAL
PA 6	84					84
PA 7		212				212
PA 8			84			84
PA 9			49			49
PA 21			64	64		128
PA 25				71	51	122
TOTAL	84	212	197	135	51	679

II. PRIOR ACTIONS

Date	Action
1984	The east half of the subject property was voluntarily annexed by the Town (Ordinance 2.27) and zoned for a variety of residential and commercial uses.
2003	The west half of the subject property was voluntarily annexed by the Town (Ordinance 2.140) and zoned as PD- Planned Development to allow a variety of residential and commercial uses.
2007	Town Council approved a PD Amendment to allow a variety of residential and commercial uses.
2008	Town Council approved a PD Amendment to allow a variety of residential and commercial uses.
2015	The current PD-Planned Development zoning covering the subject property was approved by Town Council and allows for a variety of residential and commercial uses.
April of 2019	Town Council approved Resolution 19-023, Series of 2019, which was a Waiver Resolution to allow the applicant to develop the subject property in segments.
August of 2019	Town Council approved the Sketch and Preliminary Plans for the Segment 1 "Spine Infrastructure" (major roadways).
August of 2019	Town Council approved a PD Amendment to modify the Planning Area boundaries, rezone Planning Area 9 from Commercial to Residential and modified some of the bulk standards.

III. CURRENT SITE DATA

Existing Zoning	PD - Planned Development
Overlay District	N/A
PD & Plan Area	Hess Ranch Planned Development
Master Plan Area	Low-Density Residential
Site Acreage	306.746 acres
Subdivision	Looking Glass Filings No. 2 - 7 (proposed)
Existing Use	Agricultural/Vacant

Surrounding Uses			
	Master Plan Land Use	**Zoning**	**Existing Use**
North	Medium Density Residential	PD - Planned Development	Agricultural/Vacant
South	Douglas County	Douglas County Zoning	Vacant
East	Medium Density Residential	PD - Planned Development and Douglas County Zoning	Crowfoot Valley Road and single-family detached residential lots.
West	Medium Density Residential	PD - Planned Development	Agricultural/Vacant

IV. PARKER 2035 MASTER PLAN

Parker 2035 Master Plan | Town of Parker - Official Website

MASTER PLAN CONSISTENCY	
Master Plan Designation	Low Density Residential ☒ **Consistent** ☐ **Inconsistent**
Master Plan Character Discussion	**Low Density Residential:** Consists of an overall gross density of 2.2 dwelling units per acre. Higher densities for housing for older adults may be considered as long as impacts are comparable to other uses permitted within this Character Area.
Consistent Goals/Strategies	Land Use 1.B Land Use 1.D Land Use 1.E Land Use 1.F Land Use 1.G Land Use 1.I Community Appearance and Design 1.C Housing and Neighborhoods 2 Housing and Neighborhoods 2.A Housing and Neighborhoods 5 Housing and Neighborhoods 5.A Transportation 2 Transportation 2.B Transportation 2.C Transportation 2.D Transportation 3.A Transportation 3.C Transportation 5 Public Services and Facilities 1 Natural Resource Protection 1.A Natural Resource Protection 1.B Natural Resource Protection 2.C Natural Resource Protection 2.D Natural Resource Protection 4.C Natural Resource Protection 4.D Natural Resource Protection 4.E Natural Resource Protection 4.F Natural Resource Protection 4.H Natural Resource Protection 4.I Open Space and Recreation 1 Open Space and Recreation 1.A Open Space and Recreation 2 Open Space and Recreation 2.A Open Space and Recreation 3 Open Space and Recreation 3.A
Inconsistent Goals/Strategies	**None**

Staff Analysis	The proposed Sketch and Preliminary Plans are for the platting of 588 single-family residential lots, 136.25 acres of open space and 17.05 acres of park space. The submitted applications have been determined to meet the Town Master Plan goals as identified above.

V. LAND DEVELOPMENT ORDINANCE

ZONING CONSISTENCY (Sketch Plan/Preliminary Plan)			
Provisions	**Existing/Required**	**Proposed**	**Analysis**
Setbacks	Setbacks are established in the Hess Ranch PD and are based on the type of residential unit that is proposed in each Planning Area.	Building setbacks will be reviewed at the time of building permit submittal.	☐ Consistent ☐ Inconsistent ☒ N/A
Density	A maximum of 3,379 residential units are allowed in the entire Hess Ranch development per the zoning.	The proposal is for 588 single-family detached residential units. The subject property is undeveloped and currently has no units on the property. The 588 units do not exceed the number permitted by zoning.	☒ Consistent ☐ Inconsistent ☐ N/A
Height/Stories	Building heights are based on the type of development that is proposed in each Planning Area within the Hess Ranch PD.	Building heights will be reviewed at the time of the residential design matrix submittal and at the time of building permit review.	☐ Consistent ☐ Inconsistent ☒ N/A
Lot Size	The minimum lot size for single-family detached homes is 3,500 square feet in the Planning Areas proposed for development.	The proposed lot sizes range from 4,950 square feet to 12,865 square feet and comply with the zoning.	☒ Consistent ☐ Inconsistent ☐ N/A
Lot Coverage	None	N/A	☐ Consistent ☐ Inconsistent ☒ N/A
Landscaping	Title 13.06.070	The applicant has submitted a preliminary landscape plan for each	☒ Consistent ☐ Inconsistent ☐ N/A

		proposed filing. Staff has reviewed these documents and determined that it complies with Section 13.06.070 of the Land Development Ordinance (LDO).	
Off-Street Parking	Title 13.06.050	The proposed sketch and preliminary plans are for residential development. Compliance with residential parking requirements will be reviewed at the time of building permit.	☐ Consistent ☐ Inconsistent ☒ N/A
Miscellaneous	Parks: 14.05 Open Space: 61.35 acres	Parks: 17.05 acres Open Space: 136.25 acres	☒ Consistent ☐ Inconsistent ☐ N/A
Staff Analysis	The current Sketch and Preliminary Plan applications are for 588 single-family detached residential lots, 136.25 acres of open space and 17.05 acres of park space. The applicant has demonstrated compliance as detailed above.		

VI. ACCESS, CIRCULATION & TRAFFIC ANALYSIS

The proposed lots will be served by Stroh Road and Chambers Road extensions. A new collector street, Spirit Trail Boulevard, will be constructed to connect these two arterial streets. The Stroh Road and Chambers Road extensions provide connections to the existing infrastructure and road network while implementing a portion of the overall roadway plan adopted in the Town's Transportation Master Plan. As future segments of Hess Ranch are developed, the roadway plan will continue to be implemented and provide connectivity to the overall development. All access from the major roadways into the individual filings has been reviewed for compliance with the Town's spacing criteria. Each filing will be served by an internal network of public roads and sidewalks that have been reviewed and determined to meet the Town of Parker's standards, and where necessary, will provide connectivity to future development.

VII. SUMMARY REFERRAL AGENCY COMMENTS AND CONDITIONS

Agency	Comments
Aztec Consultants	Advisory comments – minor and technical in nature (see condition two)
CenturyLink	No comments
Cherry Creek Water Basin Quality Authority	No comments

Douglas County Assessor	Advisory comments
Douglas County Planning	Advisory comments
Douglas County Schools	Advisory comments
Fire Life Safety	Approved
IREA	Approved
Parker Engineering	No comments
Parker Police	No comments
Parker Water and Sanitation	Approved
Mile High Flood Control District	No comments
Xcel	Advisory comments

VIII. CONCLUSION

The applicant, JEN Colorado 18, LLC, is requesting the approval of the "Development" Sketch and Preliminary Plans for Segment 1 of the Hess Ranch development. The "Development" Sketch and Preliminary Plans include six separate Final Plat filings for 588 single-family detached residential lots with 136.25 acres of open space and 17.05 acres of park space.

IX. RECOMMENDED CONDITIONS

1. The applicant shall dedicate utility easements as required on all Final Plats.
2. All comments provided by Aztec Consultants must be addressed during the final plat process.
3. The applicant shall meet the required setbacks and zoning within the Planned Development Guide.

X. ATTACHMENTS

1. Project Narrative
2. Filing Exhibit
3. Overall Sketch and Preliminary Plans
4. Overall Landscape Plans
5. Referral Agency Comments

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

August 16, 2019

Mr. Paul Workman, Senior Planner
Town of Parker Community Development
20120 East Mainstreet
Parker, CO 80138

RE: Looking Glass Segment 1 Development Sketch and Preliminary Plan Filings No. 2 through 7

Dear Paul,

The Henry Design Group, Inc., on behalf of JEN Colorado 18, LLC., the landowner and Front Range Communities, LLC the applicant, is pleased to submit this narrative in support of the proposed Segment 1 Development Sketch and Preliminary Plan for Filings No. 2 – 7 ("Filings No. 2-7"). The following information is provided in accordance with Section 13.07-060 and 13.07-070 of the Town of Parker Land Development Code.

1. Applicant / Design Team

Owner/Applicant:
JEN Colorado 18, LLC
Front Range Communities, LLC
Matthew Osborn 303-589-5970
Lawrence Jacobson 303-748-5466
4100 E. Mississippi Ave., Suite 500
Denver, CO 80246
mosborn@frontrangecommunities.com; ljacobson@frontrangecommunities.com

Planner/Landscape Architect:
The Henry Design Group, Inc.
Karen Z. Henry, PLA
1501 Wazee Street, Suite 1-C
Denver, CO 80202
303-446-2368
khenry@henrydesigngroup.com

Civil Engineer:
EMK Consultants, Inc.
Eric McDaniel, PE
7006 S. Alton Way, Building F
Centennial, CO 80112
303-694-1520
emcdaniel@emkc.com

2. Project Location

Looking Glass Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 consists of 1135.8589 acres of gently rolling terrain in a developing area of the Town of Parker. The site is generally described as being located in Section 33 of Township 6 South and portions of Sections 4, 5 and 6 of Township 7 South, Range 66 West of the 6th PM. The site is bounded to the north by Stroh Road and Anthology North, to the east by Crowfoot Valley Road; to the west by Douglas County land zoned A-1 and to the south by agricultural land in Douglas County.

3. Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 Intent

The site is currently zoned Planned Development (PD) in Town of Parker for a variety of land uses. The intent of this Sketch and Preliminary Plan is to establish the lotting pattern, open space, parks and drainage, utility and road infrastructure to serve the single-family homes located east of Spirit Trail Boulevard known as Segment 1 of the property.

The Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 also establishes detailed plans for each Planning Area which will be the future filings of the Neighborhood. The summary of the total Sketch and Preliminary Plan is:

- 306.745 Total Acres
- 588 Single Family Residential lots
- 137.6618 Acres Open Space
- 17.0677 Acres Pocket Parks

Separate tracts have been established within each Filing for parks and open space. Planning Area 6 and Segment 2 located west of Spirit Trail Boulevard are also proposed to be unbuildable Tracts which will be included in the replatting of future development areas. Overall the Sketch and Preliminary Plan incorporates six (6) future filings as provided with the Sketch and Preliminary Plan Documents. A summary of the filings follows:

Future Filing No.	Planning Area	Total Acres	Dwelling Units	Residential Acreage	Road Right of Way Acres	Planned Development Open Space Acres	Land Dedication (Parks) Acres
2	7 East	39.5377	81	10.502	5.166	13.7286	6.602
3	9	14.1106	51	7.198	2.363	4.2498	(in Fil. 2)
4	7 West	27.9149	125	17.663	6.992	(In Filing 2 &5)	(In Fil 2)
5	8	94.0715	82	13.004	7.471	65.3799	4.806
6	21	55.0847	129	20.115	7.362	15.139	3.1092
7	25	76.0258	120	29.147	28.968	39.1645	2.5505

The primary roadways including Stroh Road from Crowfoot Valley Road to Spirit Trail Boulevard (formerly known as Hess Ranch Boulevard (Collector); Spirit Trail Boulevard from Stroh Road to Chambers Road; and Chambers Road from Spirit Trail Boulevard to Crowfoot Valley Road, were platted and designed as part of Looking Glass Filing No. 1.

The Filing No. 1 drainage improvements were designed to accommodate storm drainage needs from the primary road corridors. These drainage improvements are considered the initial phase, with future improvements necessary with the design of the Segment 1 Development areas. As such, the proposed drainage systems designed with Filings No. 2-

7 further implement a dendritic low maintenance stream approach. The approach uses techniques to reduce the increased runoff from development to levels closer to natural predeveloped watershed conditions and thus enable softer practices - more reliant onstream form, vegetation, and natural materials to stabilize streams. Generally, this establishes a dendritic drainage framework for a more sensitive and natural approach to drainage swales and stormwater detention facilities that will be located within open space corridors, planning areas, Lemon Gulch and the primary stream corridor which bisects the property.

The more specific design provided with the Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 implement the drainage systems which supported the PD Amendment including a more sensitive design to the site's natural topography, existing vegetation and drainage system. As illustrated on the Filings No. 2-7 plans, the natural drainage system contributed to an increase in open space, and a comprehensive trail network while incorporating a more natural approach to the drainage system including vegetated swales to convey storm drainage from within the Planning Areas to the primary natural drainage corridors and detention facilities.

4. Zoning

The proposed Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 is in conformance with the PD Amendment for the Hess Ranch PD. The Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 is in keeping with the land uses, land area, density and open space as defined by the proposed PD Amendment which responded to the site's topography, existing vegetation for and proposed natural, low maintenance drainage system. Neither the PD Amendment nor the Segment 1 Development Sketch and Preliminary Plans for Filings No. 2-7 increase the number of dwelling units permitted in Segment 1 of the original Hess Ranch PD.

5. Surrounding Land Uses

North: Town of Parker - Anthology North PD – Residential
South: Douglas County A-1
East: Town of Parker – Meadowlark PD and Douglas County A-1 and RR
West: Hess Ranch Segment 2 and Douglas County A-1.

6. Development Schedule

The Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 include development areas located east of Spirit Trail Boulevard. It is anticipated that the entitlement process including final plats and construction plans for the Segment 1 Development Filings No. 2-7 will be completed by the end of 2019.

Grading and installation of the primary infrastructure systems as designed by Looking Glass Filing 1 will likely commence late summer of 2019 or as soon as possible after approval of the infrastructure plans. Development of each Filing will follow immediately.

Final buildout of Segment 1 is predicted to occur over the next three (3) to five (5) years based on market demand.

7. Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7

The following plans and reports are included with the Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7:

a. Sketch and Preliminary Plan Exhibit
b. Civil Construction Plans and documents
c. Drainage Report and Plan
d. Utility Report and Construction documents
e. Master Street Tree plan
f. Traffic Impact Analysis
g. Geology/Soil Report
h. Existing Conditions Map
i. Landscape Plans and Tree Conservation Plan
j. Street names are indicated on the Plan sheets and have been cleared by Douglas County

Overall, this Segment 1 Development Sketch and Preliminary Plan establishes the framework for the Final Plat which is the next step to facilitate the design of the neighborhood necessary for the development of Looking Glass. As proposed, the Segment 1 Development Sketch and Preliminary Plan for Looking Glass Filings No. 2-7 is in conformance with the Hess Ranch-North Parcel PD, as amended, the Town of Parker 2035 Master Plan and the Waiver Resolution No. 19-028.

Thank you for your time and consideration of the Looking Glass Segment 1 Development Sketch and Preliminary Plan for Filings No. 2-7 Sketch/Preliminary Plan. As always, we look forward to continuing to work with the Town to see this exciting neighborhood to fruition. Please feel free to contact me if you have any questions or need additional information.

Sincerely yours,

Karen Z. Henry
President, Henry Design Group, Inc.

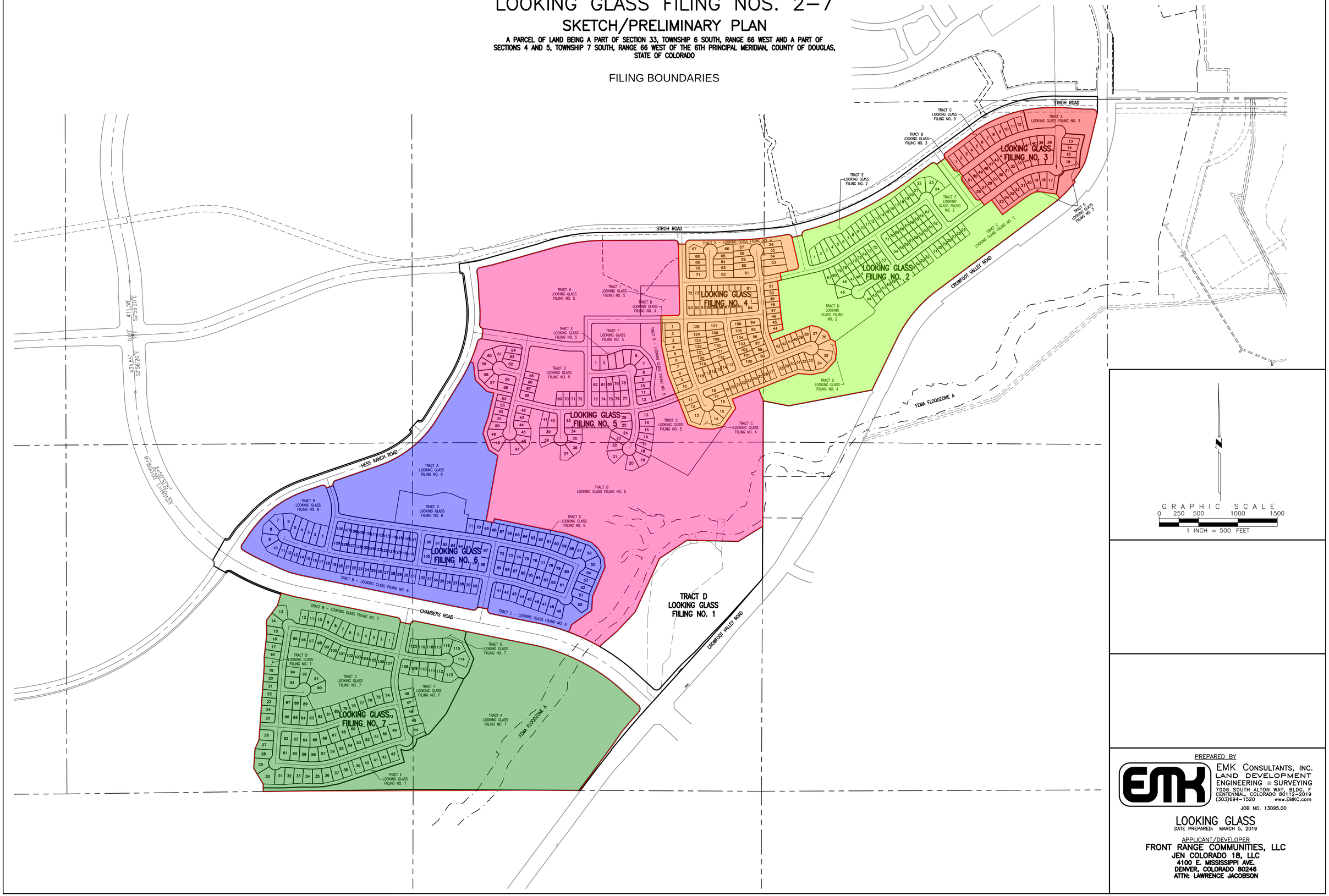
cc: Matthew Osborn, and Lawrence Jacobson Front Range Communities, LLC
Eric McDaniel, EMK Consultants, Inc.

LOOKING GLASS FILING NOS. 2–7

SKETCH/PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTION 33, TOWNSHIP 6 SOUTH, RANGE 66 WEST AND A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MEridian, COUNTY OF DOUGLAS, STATE OF COLORADO

FILING BOUNDARIES



GRAPHIC SCALE
0 250 500 1000 1500
1 INCH = 500 FEET

PREPARED BY

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112–2019
(303)694–1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

LOOKING GLASS SEGMENT 1
DEVELOPMENT SKETCH & PRELIMINARY PLAN

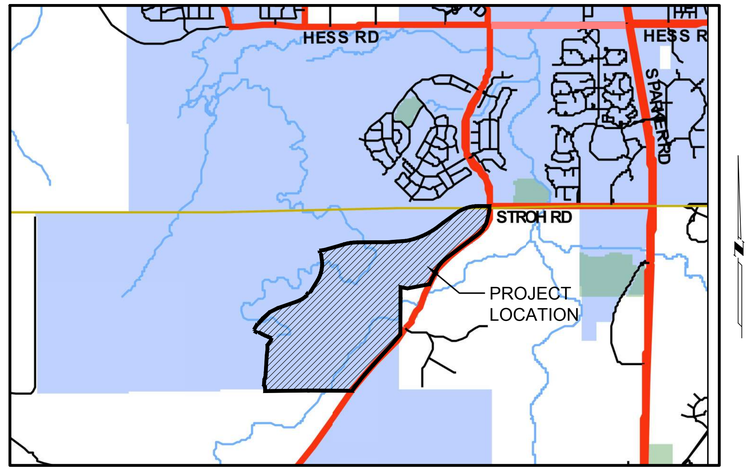
A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 1 OF 23

COVER SHEET

LEGAL DESCRIPTION

TRACTS A, B, AND C, LOOKING GLASS FILING NO. 1, IN THE TOWN OF PARKER, COUNTY OF DOUGLAS, STATE OF COLORADO PER PLAT RECORDED _____ AT RECEPTION NO. _____ IN THE OFFICE OF THE CLERK AND RECORDER OF SAID COUNTY, LYING IN SECTION 4 AND THE WEST HALF OF SECTION 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF DOUGLAS, STATE OF COLORADO.



VICINITY MAP
SCALE: 1"=2000

LAND USE SUMMARY

DESCRIPTION	AREA
RIGHT-OF-WAY	58.322 AC
LOTS	97.629 AC
UNBUILDABLE TRACTS	150.795 AC
TOTAL	306.746 AC

FILING 2

TRACT	AREA	USE	PROPOSED OWNERSHIP
A	154.8354 AC	UNBUILDABLE TRACT	RETAINED BY OWNER
B	14.0198 AC	UNBUILDABLE TRACT	RETAINED BY OWNER
C	15.1409 AC	OPEN SPACE & DRAINAGE TRACT	HOMEOWNER'S ASSOCIATION
D	5.6028 AC	PARK TRACT	HOMEOWNER'S ASSOCIATION
E	2.0775 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
F	0.9987 AC	PARK TRACT	HOMEOWNER'S ASSOCIATION
TOTAL	209.6808 AC		

FILING 3

TRACT	AREA	USE	PROPOSED OWNERSHIP
A	2.8375 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
B	0.1201 AC	OPEN SPACE & LANDSCAPING TRACT	HOMEOWNER'S ASSOCIATION
C	0.7707 AC	OPEN SPACE & LANDSCAPING TRACT	HOMEOWNER'S ASSOCIATION
D	0.8217 AC	OPEN SPACE & LANDSCAPING TRACT	HOMEOWNER'S ASSOCIATION
TOTAL	14.0198 AC		

FILING 4

TRACT	AREA	USE	PROPOSED OWNERSHIP
A	128.2151 AC	UNBUILDABLE TRACT	RETAINED BY OWNER
B	1.3212 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
C	1.5614 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
D	0.3790 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
TOTAL	154.8355 AC		

FILING 5

TRACT	AREA	USE	PROPOSED OWNERSHIP
A	55.0847 AC	UNBUILDABLE TRACT	RETAINED BY OWNER
B	41.0494 AC	DRAINAGE & OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
C	3.8380 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
D	3.2962 AC	PARK TRACT	HOMEOWNER'S ASSOCIATION
E	0.7091 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
F	1.5094 AC	PARK TRACT	HOMEOWNER'S ASSOCIATION
G	2.0459 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
H	19.4581 AC	UNBUILDALBE TRACT	RETAINED BY OWNER
I	1.5488 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
J	0.5315 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
TOTAL	149.2222 AC		

FILING 6

TRACT	AREA	USE	PROPOSED OWNERSHIP
A	15.1390 AC	DRAINAGE & OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
B	6.4600 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
C	2.8998 AC	OPEN SPACE TRACT	HOMEOWNER'S ASSOCIATION
D	3.1092 AC	PARK TRACT	HOMEOWNER'S ASSOCIATION
TOTAL	55.0847 AC		

FILING 7

TRACT	AREA	USE	PROPOSED OWNERSHIP
A	34.9422 AC	OPEN SPACE & LANDSCAPING	HOMEOWNER'S ASSOCIATION
B	2.4895 AC	OPEN SPACE & LANDSCAPING	HOMEOWNER'S ASSOCIATION
C	4.2223 AC	OPEN SPACE & LANDSCAPING	HOMEOWNER'S ASSOCIATION
D	0.1579 AC	DRAINAGE, UTILITIES, LANDSCAPING & PUBLIC ACCESS	HOMEOWNER'S ASSOCIATION
E	1.0469 AC	PARK TRACT	HOMEOWNER'S ASSOCIATION
F	2.5505 AC	OPEN SPACE & LANDSCAPING	HOMEOWNER'S ASSOCIATION
G	1.4692 AC	OPEN SPACE & LANDSCAPING	HOMEOWNER'S ASSOCIATION
TOTAL	76.0258 AC		

NOTES

1. HOMEOWNERS ASSOCIATION WILL MAINTAIN OPEN SPACE TRACTS.
2. TEN FOOT (10') WIDE UTILITY EASEMENTS SHALL BE GRANTED ON PRIVATE PROPERTY ADJACENT TO THE FRONT AND TEN FOOT (10') WIDE UTILITY EASEMENTS SHALL BE GRANTED ON PRIVATE PROPERTY ADJACENT TO THE REAR LOT LINES OF EACH LOT IN THE SUBDIVISION OR PLATTED AREA INCLUDING LOTS, TRACTS, PARCELS AND/OR OPEN SPACE AREAS. THESE EASEMENTS ARE DEDICATED FOR THE INSTALLATION, MAINTENANCE, AND REPLACEMENT OF ELECTRIC, GAS, TELEVISION CABLE, AND TELECOMMUNICATION FACILITIES. UTILITIES SHALL ALSO BE PERMITTED WITHIN ANY ACCESS EASEMENTS AND PRIVATE STREETS IN THE SUBDIVISION. PERMANENT STRUCTURES AND WATER METERS SHALL NOT BE PERMITTED WITHIN SAID UTILITY EASEMENTS.
3. LANDSCAPING MAY BE ALLOWED WITHIN THE SIGHT DISTANCE TRIANGLES AND EASEMENTS BUT NO SOLID STRUCTURES. SOLID STRUCTURES INCLUDE, BUT NOT LIMITED TO FENCES AND UTILITY BOXES. SHRUBS AND PLANTING SHALL BE NO TALLER THAN 3 FEET AND TREE CANOPIES SHALL BE NO LOWER THAN 8 FEET. LANDSCAPING WITHIN THIS AREA SHALL BE MAINTAINED BY THE LANDOWNER OR HOA.
4. THE 100-YEAR FLOODPLAIN DELINEATED ON THE PLAT IS THE REGULATORY 100-YEAR FLOODPLAIN AS DEPICTED ON THE TOWN OF PARKER FLOOD INSURANCE RATE MAP PANEL 080310 0089 F, DATED SEPTEMBER 30, 2005.
5. BEARINGS SHOWN HEREIN ARE BASED UPON THE SOUTHERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 4, T7S, R66W, 6TH P.M. WHICH BEARS NORTH 89°43'04" WEST.

SURVEYOR'S CERTIFICATE

I, STEPHEN H. HARDING, PLS #29040, A DULY REGISTERED LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS SKETCH/PRELIMINARY PLAN OF LOOKING GLASS FILING NO. 1 WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THIS SKETCH/PRELIMINARY PLAN HAS BEEN PREPARED IN COMPLIANCE WITH ALL APPLICABLE LAWS OF THE STATE OF COLORADO AT THE TIME OF THIS SURVEY AND WITHIN MY CONTROL AND IS ACCURATE TO THE BEST OF BY KNOWLEDGE, INFORMATION AND BELIEF.

COLORADO REGISTERED STEPHEN H. HARDING 29040 PROFESSIONAL LAND SURVEYOR

STEPHEN H. HARDING, PLS
FOR AND ON BEHALF OF
EMK CONSULTANTS, INC.

DATE

SHEET INDEX

1	COVER SHEET
2	OVERALL SITE PLAN
3-23	PLAT SHEETS

APPLICANT/DEVELOPER:
FRONT RANGE COMMUNITIES, LLC.
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
CONTACT: LAWRENCE JACOBSON
303-748-5466

PLANNER:
HENRY DESIGN GROUP
1501 WAZEE STREET
SUITE 1-C, DENVER,
COLORADO 80202
303-446-2368

ENGINEER/SURVEYOR:
EMK CONSULTANTS, INC.
7006 S. ALTON WAY, BLDG. F
CENTENNIAL, CO 80112
(303) 694-1520

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

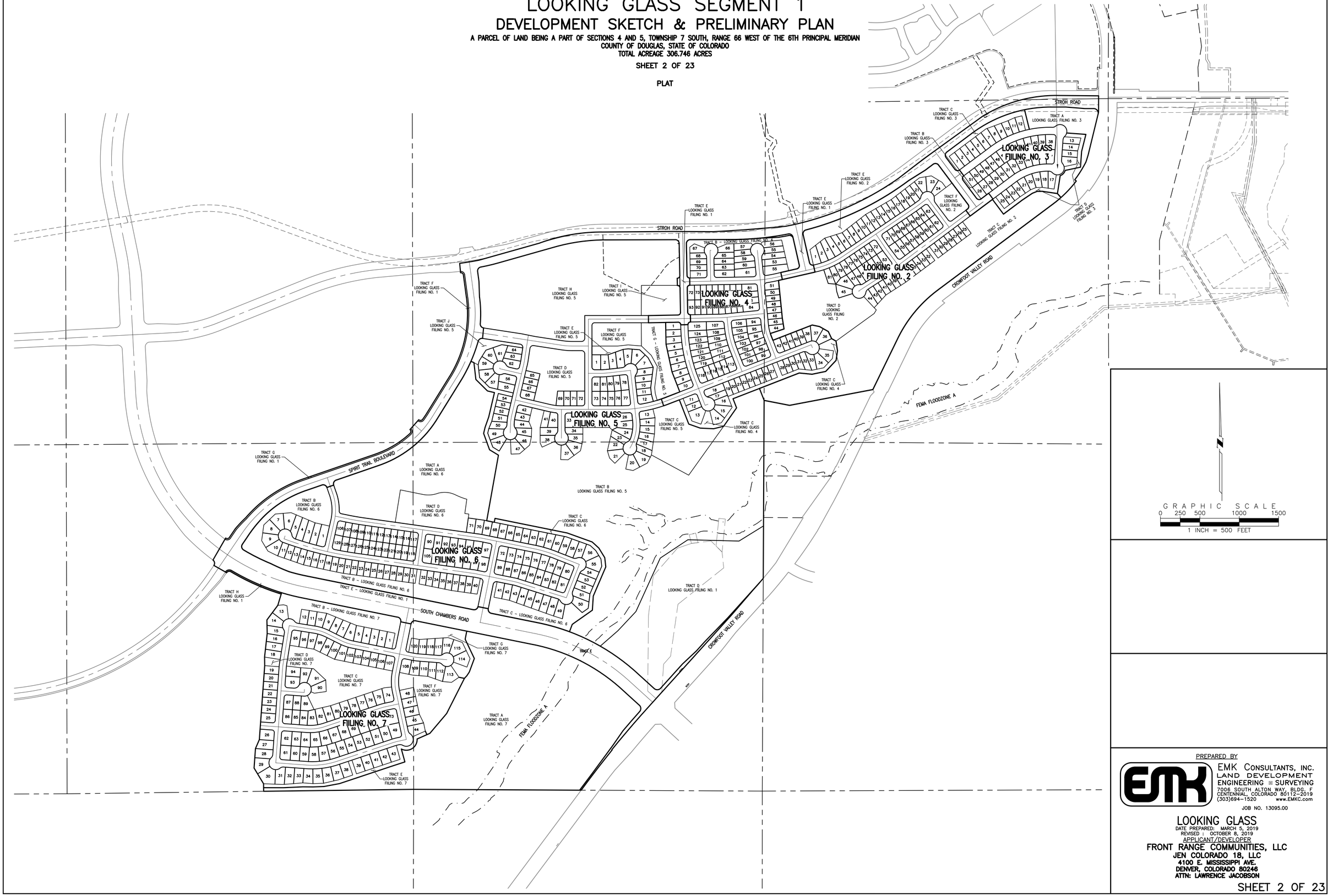
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 2 OF 23

PLAT



PREPARED BY

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112–2019
(303)694–1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

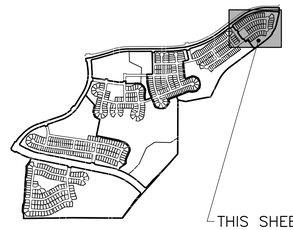
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 3 OF 23

KEY MAP



GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING & SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

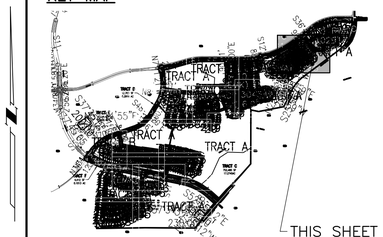
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 4 OF 23

KEY MAP



GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112–2019
(303)694–1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

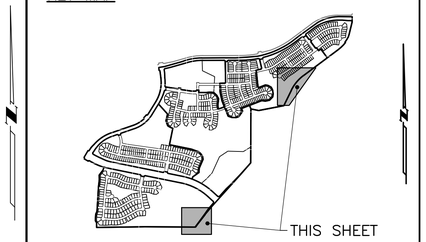
LOOKING GLASS SEGMENT 1

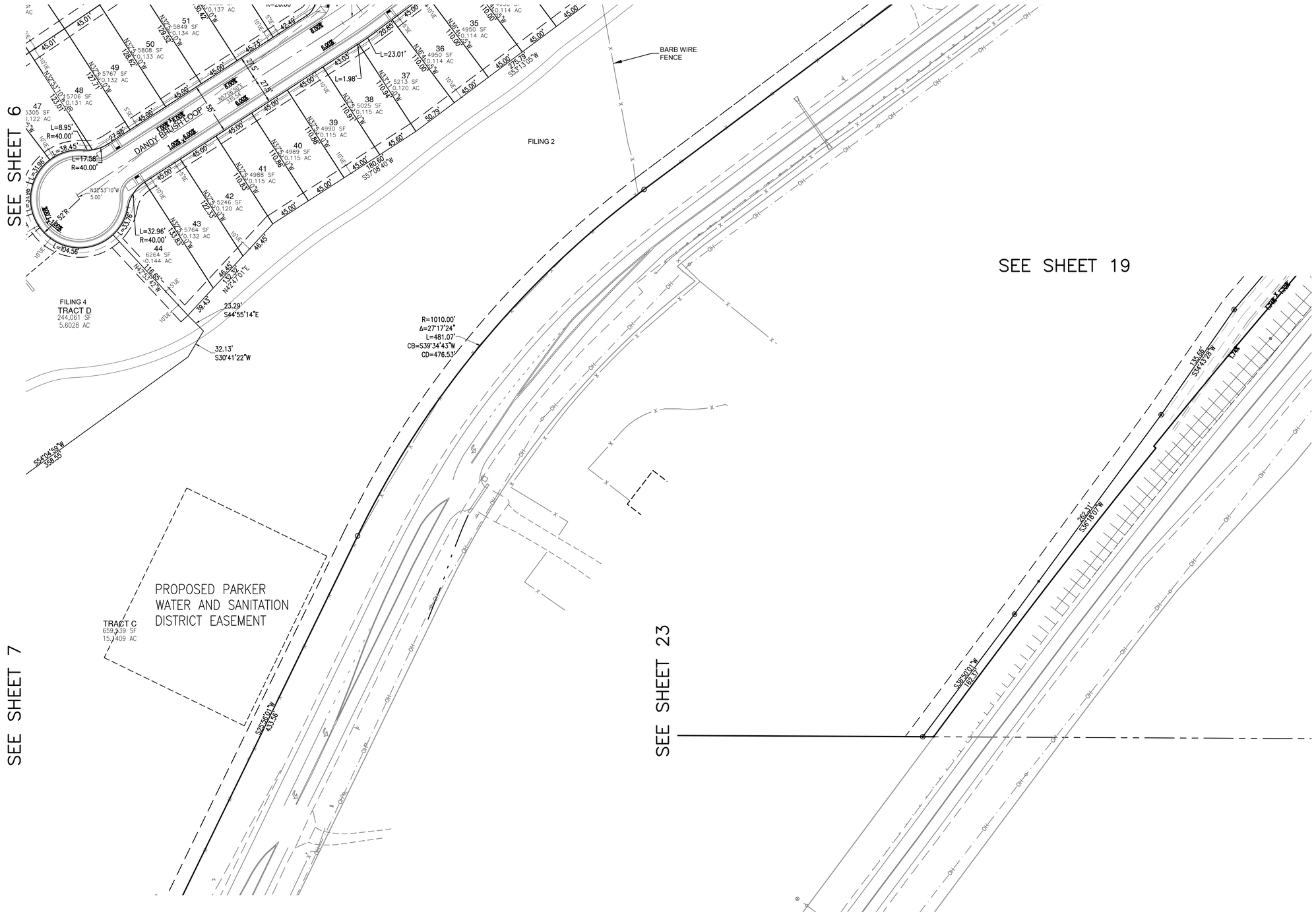
DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 5 OF 23

KEY MAP





GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

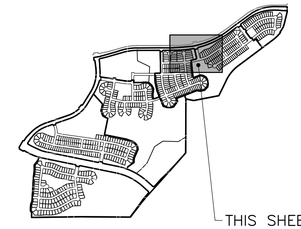
LOOKING GLASS SEGMENT 1

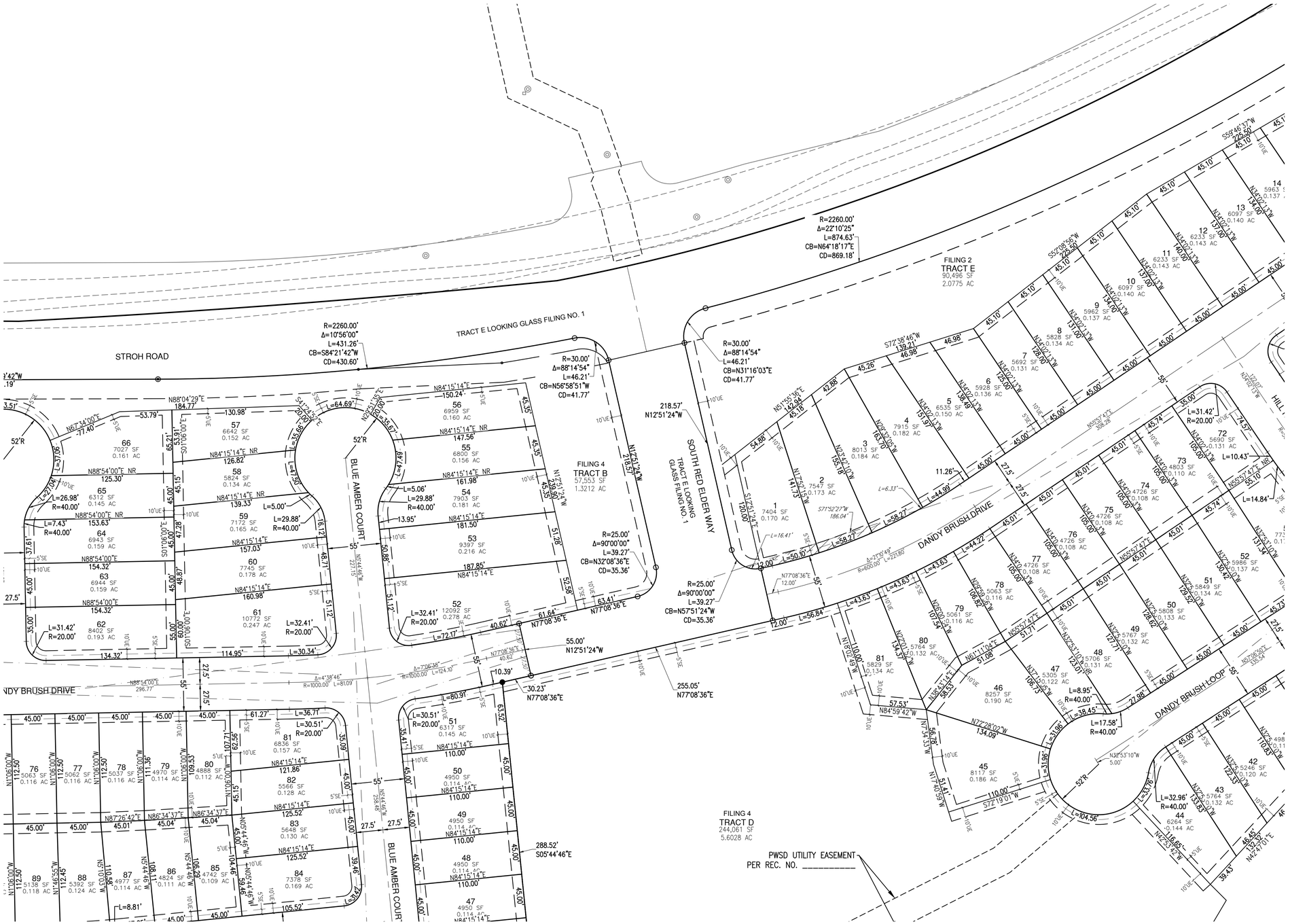
DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 6 OF 23

KEY MAP





GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112–2019
(303)694–1520 www.EMKC.com
JOB NO. 13095.00

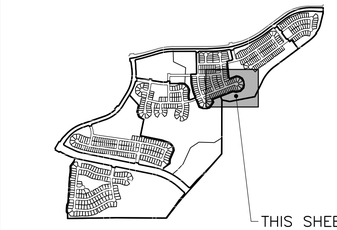
LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED - OCTOBER 8, 2019
APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

KEY MAP



SEE SHEET 6

SEE SHEET 8

SEE SHEET 9

SEE SHEET 5

SEE SHEET 12

FILING 4
TRACT D
244,061 SF
5.6028 AC

FILING 4
TRACT C
68,015 SF
1.5614 AC

FILING 5
TRACT B
1,788,115 SF
41.0494 AC

TRACT C
659,239 SF
15.1409 AC

PROPOSED PARKER WATER AND SANITATION DISTRICT EASEMENT

FILING 2

PWSD UTILITY EASEMENT
PER REC. NO. _____

LOBO LANE
BLUE AMBER COURT
BIG IRON COURT
PRAIRIE PEAK TRAIL
OAK TRAIL

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

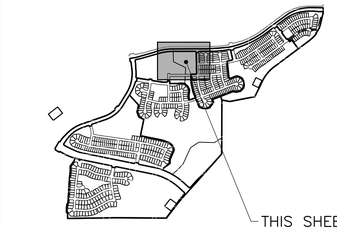
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 8 OF 23

KEY MAP



SEE SHEET 10

SEE SHEET 6

SEE SHEET 7

SEE SHEET 9

STROH RD
CORRUGATED METAL PIPE
TRACT E LOOKING GLASS FILING NO. 1
444.88'
N74°13'52"E
R=1440.00'
Δ=15°35'50"
L=392.00'
CB=N82°01'47"E
CD=390.79'
530.80'
N89°49'42"E
INLET
WATER WELL
ELECTRIC TRANSFORMER
PUMP HOUSE
PWSD WELL EASEMENT REC. NO. 2017068649
DRAINAGE DITCH
R=30.00'
Δ=89°04'18"
L=46.64'
CB=S45°38'09"E
CD=42.08'
R=30.00'
Δ=90°55'42"
L=47.61'
CB=S44°21'51"W
CD=42.77'
S89°49'42"W
317.19'
FILING 4
TRACT B
57,553 SF
1.3212 AC
S01°06'00"E
242.21'
S01°06'56"E
244.08'
S01°06'00"E
185.00'
S01°06'00"E
55.00'
S88°54'00"W
205.96'
S88°54'00"W
94.62'
N88°53'42"E
111.33'
54.61'
54.70'
355.08'
430.18'
457.89'
N90°00'00"W
172.50'
LOBO LANE
55'
27.5'
27.5'
L=31.42'
R=20.00'
R=1027.50'
Δ=1°06'00"
L=19.73'
CB=S89°27'00"W
CD=19.73'
R=971.64'
Δ=1°06'02"
L=18.66'
CB=S89°27'01"W
CD=18.66'
R=20.00'
Δ=90°00'00"
L=31.42'
CB=S43°54'00"W
CD=28.28'
R=20.00'
Δ=90°00'00"
L=31.42'
CB=S46°06'00"E
CD=28.28'
R=20.00'
Δ=90°00'00"
L=31.42'
CB=N46°06'00"W
CD=28.28'
FILING 5
TRACT H
847,597 SF
19.4581 AC
FILING 5
TRACT I
67,469 SF
1.5488 AC
FILING 5
TRACT F
65,752 SF
1.5094 AC
FILING 5
TRACT G
89,121 SF
2.0459 AC
TRACT E LOOKING GLASS FILING NO. 1
PLATINUM COURT
DANDY BRUSH DRIVE
AMBER SKY LANE
67 6145 SF 0.141 AC
68 5519 SF 0.127 AC
69 5715 SF 0.131 AC
70 5715 SF 0.131 AC
71 6899 SF 0.158 AC
72 6102 SF 0.140 AC
73 5062 SF 0.116 AC
74 5063 SF 0.116 AC
75 5063 SF 0.116 AC
76 5063 SF 0.116 AC
77 5062 SF 0.116 AC
88 5392 SF 0.124 AC
89 5138 SF 0.118 AC
90 5063 SF 0.116 AC
91 5062 SF 0.116 AC
92 5062 SF 0.116 AC
93 6102 SF 0.140 AC
1 6333 SF 0.145 AC
2
107 7903 SF 0.181 AC
108 6760 SF 0.155 AC
124
125 9098 SF 0.209 AC
139.69'
N87°36'43"E
114.71'
138.61'
N84°15'14"E
159.50'
N88°54'00"E
205.95'
N88°54'00"E NR
112.98'
N88°54'00"E
127.00'
N88°54'00"E
9.07'
N88°54'00"E
7.50'
52'R
R=40.00'
R=900.00'
R=20.00'
L=123.51'
L=38.19'
L=37.06'
L=27.04'
L=26.98'
L=14.43'
L=24.71'
L=7.43'
L=28.69'
L=30.41'
L=7.94'
L=6.49'
S68°11'16"E
85.00'
S55°47'34"W
43.40'
N67°34'00"E
27.40'
N01°06'00"W
225.08'
N01°06'00"W
234.98'
N01°06'00"W
112.50'
N01°06'00"W
112.46'
N01°46'55"W
S88°54'00"W
92.25'
N20°55'08"W
136.96'
35.95'
L=10.38'
L=51.56'
L=24.11'
23.11'
L=11.52'
50.29'
55.00'
S01°06'00"E
5.00'
27.50'
35.00'
45.00'
30.01'
35.5'
10'UE
5'SE
37.61'
153.
154.
631.
694.
840.
0.14
0.15
0.19

GRAPHIC SCALE
0 50 100 200 300
1 INCH = 100 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520
www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED - OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

SHEET 8 OF 23

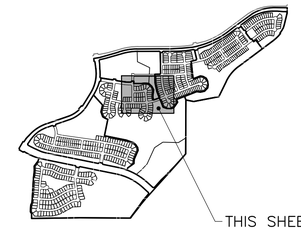
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 9 OF 23

KEY MAP



SEE SHEET 8

SEE SHEET 7

SEE SHEET 11

SEE SHEET 13

SEE SHEET 12

FILING 5
TRACT D
143,585 SF
3.2962 AC

FILING 5
TRACT F
65,752 SF
1.5094 AC

FILING 5
TRACT G
89,121 SF
2.0459 AC

FILING 5
TRACT E
30,890 SF
0.7091 AC

FILING 5
TRACT B
1,788,115 SF
41.0494 AC

FILING 5
TRACT C
167,183 SF
3.8380 AC

TRACT C
68,015 SF
1.5614 AC

SPIRIT TRAIL PLACE
INCA ROSE TRAIL
GANDY DANCER LOOP
GANDY DANCER WAY
PRAIRIE PEAK TRAIL
SIDEKICK LANE
AMBER SKY LANE

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520
www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019

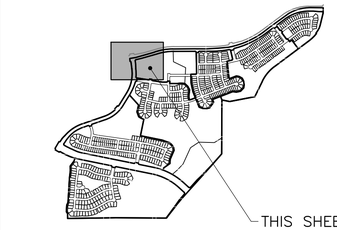
APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

LOOKING GLASS SEGMENT 1
DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 10 OF 23

KEY MAP



STROH ROAD

TRACT E LOOKING GLASS FILING NO. 1

444.88'
N74°13'52"E

20' U.E.

R=1560.00'
Δ=5°04'40"
L=138.26'
CD=138.21'
CB=N76°46'12"E

R=30.00'
Δ=86°59'54"
L=45.55'
CD=41.30'
CB=N35°48'36"E

N02°14'21"W
76.97'

121.85'
N02°02'27"W

20' U.E.

TRACT E LOOKING GLASS FILING NO. 1

SPIRIT TRAIL BLVD.

10.00'

TRACT F
LOOKING GLASS
FILING NO. 1

UNPLATTED

BARB WIRE FENCE

R=941.26'
Δ=12°13'41"
L=200.88'
CD=200.50'
CB=N01°31'42"W

R=30.00'
Δ=85°52'01"
L=44.96'
CD=40.87'
CB=N38°20'52"W

80.12'
N05°28'30"E

402.06'

40'

292.91'

SPIRIT TRAIL BLVD.

FILING 5
TRACT H
847,597 SF
19.4581 AC

SEE SHEET 8

SEE SHEET 11

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

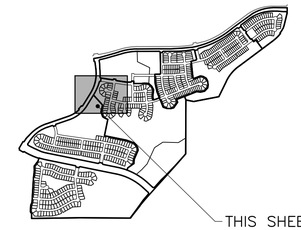
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 11 OF 23

KEY MAP



SEE SHEET 10

SEE SHEET 9

SEE SHEET 14

SEE SHEET 13

UNPLATTED

TRACT G
LOOKING GLASS
FILING NO. 1

TRACT E LOOKING GLASS FILING NO. 1

20' U.E.

SPIRIT TRAIL BLVD.

R=840.00'
Δ=39°13'36"
L=575.09'
CB=N51°22'11"E
CD=563.93'

R=1220.50'
Δ=7°00'41"
L=149.35'
CB=N27°07'03"E
CD=149.26'

R=1222.41'
Δ=7°38'04"
L=162.88'
CD=162.76'
CB=N19°47'10"E

R=30.00'
Δ=85°52'01"
L=44.96'
CD=40.87'
CB=N38°20'52"W

R=30.00'
Δ=82°44'01"
L=43.32'
CD=39.66'
CB=N57°19'25"E

80.12'
N05°28'30"E

SPIRIT TRAIL PLACE

STARHAWK COURT

STARHAWK LANE

PRAIRIE PEAK TRAIL

SIDEKICK LANE

FILING 5
TRACT H
847,597 SF
19.4581 AC

FILING 5
TRACT D
143,585 SF
3.2962 AC

FILING 5
TRACT B
1,788,115 SF
41.0494 AC

FILING 6
TRACT A
659,457 SF
15.1390 AC

TRACT J
23,154 SF
0.5315 AC

48	8312 SF	0.191 AC
49	7892 SF	0.181 AC
50	6703 SF	0.154 AC
51	6174 SF	0.142 AC
52	5839 SF	0.134 AC
53	5500 SF	0.126 AC
54	5500 SF	0.126 AC
55	7726 SF	0.177 AC
56	8573 SF	0.197 AC
57	8239 SF	0.189 AC
58	8312 SF	0.191 AC
59	8228 SF	0.189 AC
60	8312 SF	0.191 AC
61	8964 SF	0.206 AC
62	5972 SF	0.137 AC
63	6517 SF	0.150 AC
64	7330 SF	0.168 AC
65	5500 SF	0.126 AC
66	5500 SF	0.126 AC
67	5500 SF	0.126 AC
68	6514 SF	0.150 AC
69	5930 SF	0.136 AC
70	5616 SF	0.129 AC
38	7653 SF	0.176 AC
39	7780 SF	0.179 AC
40	7690 SF	0.177 AC
41	6532 SF	0.150 AC
42	6560 SF	0.151 AC
43	6037 SF	0.139 AC
44	6736 SF	0.155 AC
45	6343 SF	0.146 AC
46	8641 SF	0.198 AC

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com
JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019
APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

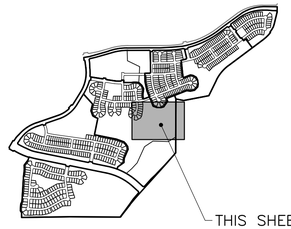
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

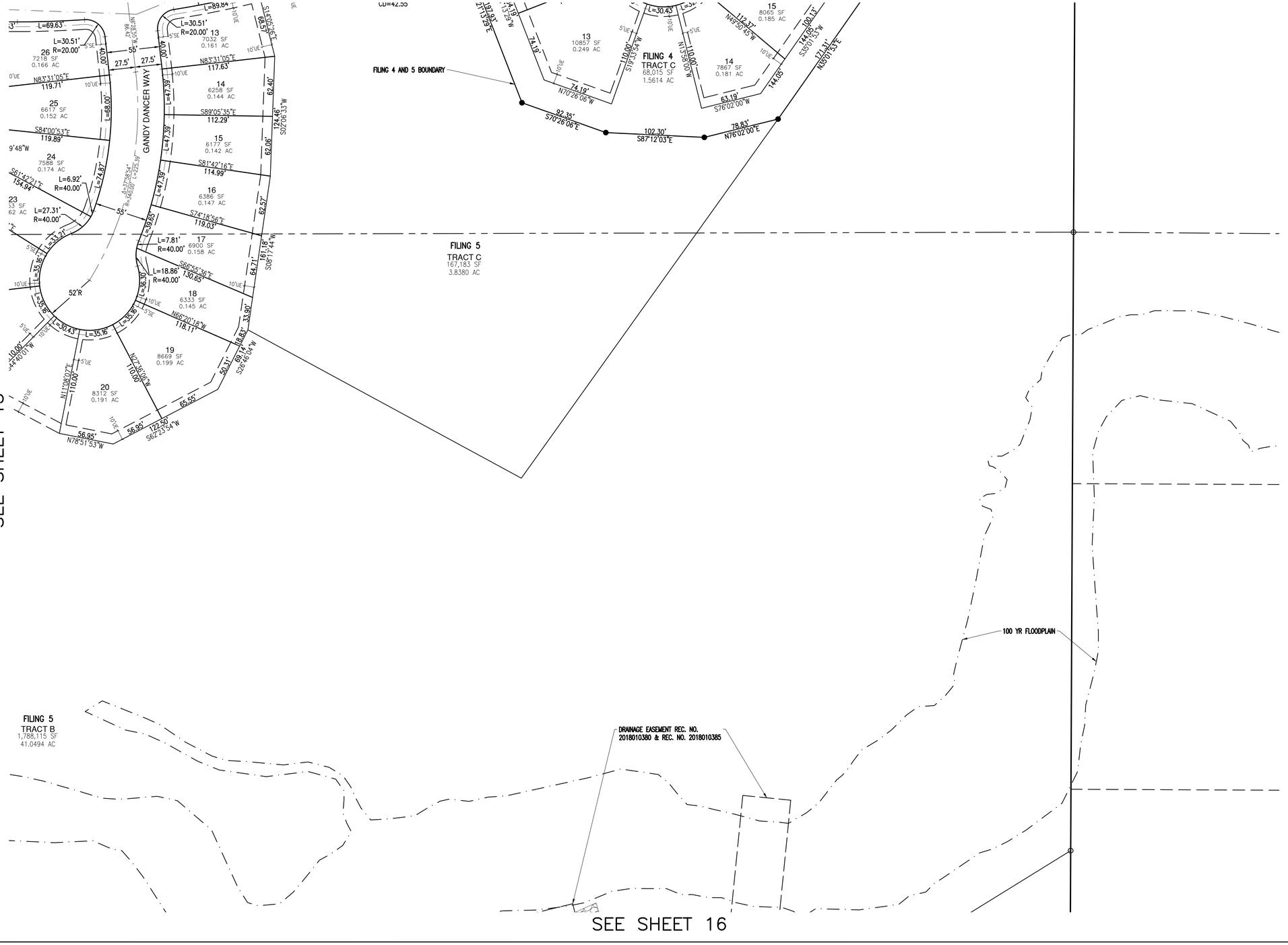
SHEET 12 OF 23

KEY MAP



SEE SHEET 9

SEE SHEET 7


GANDY DANCER WAY
FILING 4 AND 5 BOUNDARY
FILING 4
TRACT C
68,015 SF
1.5614 AC
FILING 5
TRACT C
167,183 SF
3.8380 AC
FILING 5
TRACT B
1,788,115 SF
41.0494 AC
100 YR FLOODPLAIN
DRAINAGE EASEMENT REC. NO. 2018010380 & REC. NO. 2018010385
13
10857 SF
0.249 AC
14
7867 SF
0.181 AC
15
8065 SF
0.185 AC
16
6386 SF
0.147 AC
17
6900 SF
0.158 AC
18
6333 SF
0.145 AC
19
8669 SF
0.199 AC
20
8312 SF
0.191 AC
24
7588 SF
0.174 AC
25
6617 SF
0.152 AC
26
7218 SF
0.166 AC
14
6258 SF
0.144 AC
15
6177 SF
0.142 AC
13
7032 SF
0.161 AC
52'R
74.19'
N70°26'06"W
92.35'
S70°26'06"E
102.30'
S87°12'03"E
78.83'
N76°02'00"E
63.19'
S76°02'00"W
144.05'
N13°58'00"W
110.00'
S13°58'00"E
171.31'
N35°01'53"E
144.05'
S35°01'53"W
110.00'
N13°58'00"W
63.19'
S76°02'00"W
78.83'
N76°02'00"E
102.30'
S87°12'03"E
92.35'
S70°26'06"E
74.19'
N70°26'06"W
110.00'
S13°58'00"E
74.19'
N70°26'06"W
110.00'
S13°58'00"E
124.46'
S02°06'33"W
62.40'
62.06'
62.57'
64.71'
161.18'
S08°17'44"W
69.57'
S14°03'26"E
89.84'
CD=42.55
L=69.63'
L=30.51'
R=20.00'
L=30.43'
L=30.51'
R=20.00'
L=89.84'
R=20.00'
L=69.63'
L=30.51'
R=20.00'
L=30.43'
L=30.51'
R=20.00'
L=89.84'
R=20.00'
L=47.39'
L=47.39'
L=47.39'
L=47.39'
L=6.92'
R=40.00'
L=27.31'
R=40.00'
L=7.81'
R=40.00'
L=18.86'
R=40.00'
L=58.30'
L=35.16'
L=30.43'
L=35.16'
L=35.16

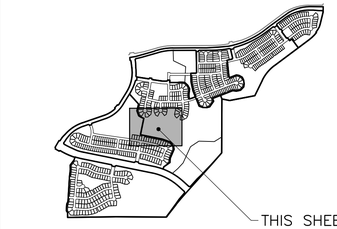
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 13 OF 23

KEY MAP



SEE SHEET 11

SEE SHEET 9

SEE SHEET 14

SEE SHEET 12

SEE SHEET 17

FILING 6
TRACT A
659,457 SF
15.1390 AC

FILING 6
TRACT C
126,315 SF
2.8998 AC

FILING 5
TRACT B
1,788,115 SF
41.0494 AC

100 YEAR FLOOD PLAIN

100 YEAR FLOOD PLAIN

100 YEAR FLOOD PLAIN

DESERT WINE CIRCLE

SIDEKICK L

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112–2019
(303)694–1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

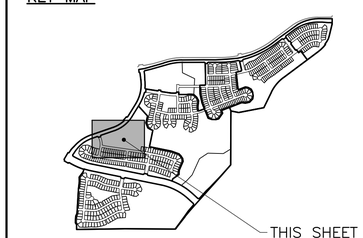
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 14 OF 23

KEY MAP



SEE SHEET 11

SEE SHEET 15

SEE SHEET 13

SEE SHEET 18

UNPLATTED

SPIRIT TRAIL BLVD.

TRACT E LOOKING GLASS FILING NO. 1

R=840.00'
Δ=39°13'36"
L=575.09'
CD=563.93'
CB=N51°22'11"E

346.68'
N70°59'00"E

FILING 5
TRACT A
659,457 SF
15.1390 AC

POND

55.00'
N70°59'00"E

124.88'
N70°59'00"E

R=30.00'
Δ=90°00'00"
L=47.12'
CD=42.43'
CB=N25°59'00"E

R=30.00'
Δ=90°00'00"
L=47.12'
CD=42.43'
CB=S64°00'56"E

170.11'
N78°34'15"W

219.91'
S09°04'06"W

R=211.77'
Δ=32°35'42"
L=120.47'
CD=118.85'
CB=S86°10'59"W

R=186.73'
Δ=43°58'32"
L=143.32'
CD=139.82'
CB=N84°01'48"W

R=487.94'
Δ=10°13'44"
L=87.11'
CD=86.99'
CB=N69°11'16"W

109.56'
N08°00'12"E

FILING 6
TRACT D
135,438 SF
3.1092 AC

FILING 6
TRACT B
281,398 SF
6.4600 AC

L=27.82'
R=20.00'

L=106.45'

243.87'

29.83'
S08°00'51"W

545.90'

31.09'
N81°59'48"W

30.00'
N07°59'36"E

DESERT WINE CIRCLE

AVANTI LANE

RUSSELL TRAIL

L=31.01'
R=20.00'

L=31.78'
R=20.00'

L=31.42'
R=20.00'

L=142.26'

L=49.80'

L=28.16'

21.74'

L=31.89'

18.99'

40.57'

90.24'

92.18'

S77°17'27"E
112.35'

S77°17'27"W

N78°56'45"W
52.87'

S80°16'15"E
52.88'

N81°45'53"W
51.64'

S81°59'48"E

N81°59'48"W
459.24'

N81°59'48"W
420.79'

3
8826 SF
0.203 AC

2
8739 SF
0.201 AC

1
10414 SF
0.239 AC

106
6685 SF
0.154 AC

107
5730 SF
0.132 AC

108
5642 SF
0.130 AC

109
5581 SF
0.128 AC

110
5500 SF
0.126 AC

111
5500 SF
0.126 AC

112
5500 SF
0.126 AC

113
5500 SF
0.126 AC

114
5500 SF
0.126 AC

115
5500 SF
0.126 AC

116
5500 SF
0.126 AC

117
6514 SF
0.150 AC

118
6514 SF

119
5500 SF
0.126 AC

120
5500 SF
0.126 AC

121
5500 SF
0.126 AC

122
5500 SF
0.126 AC

123
5500 SF
0.126 AC

124
5500 SF
0.126 AC

125
5500 SF
0.126 AC

126
5711 SF
0.131 AC

127
5982 SF
0.137 AC

128
6003 SF
0.138 AC

129
7115 SF
0.163 AC

90
7614 SF
0.175 AC

91
6600 SF
0.152 AC

92
6600 SF
0.152 AC

93
6600 SF
0.152 AC

94
6600 SF
0.152 AC

95
6600 SF
0.152 AC

96
7444 SF
0.171 AC

71
6600 SF
0.152 AC

DESERT WINE CIRCLE

DESERT WINE CIRCLE

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

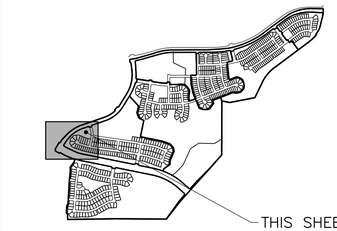
LOOKING GLASS SEGMENT 1

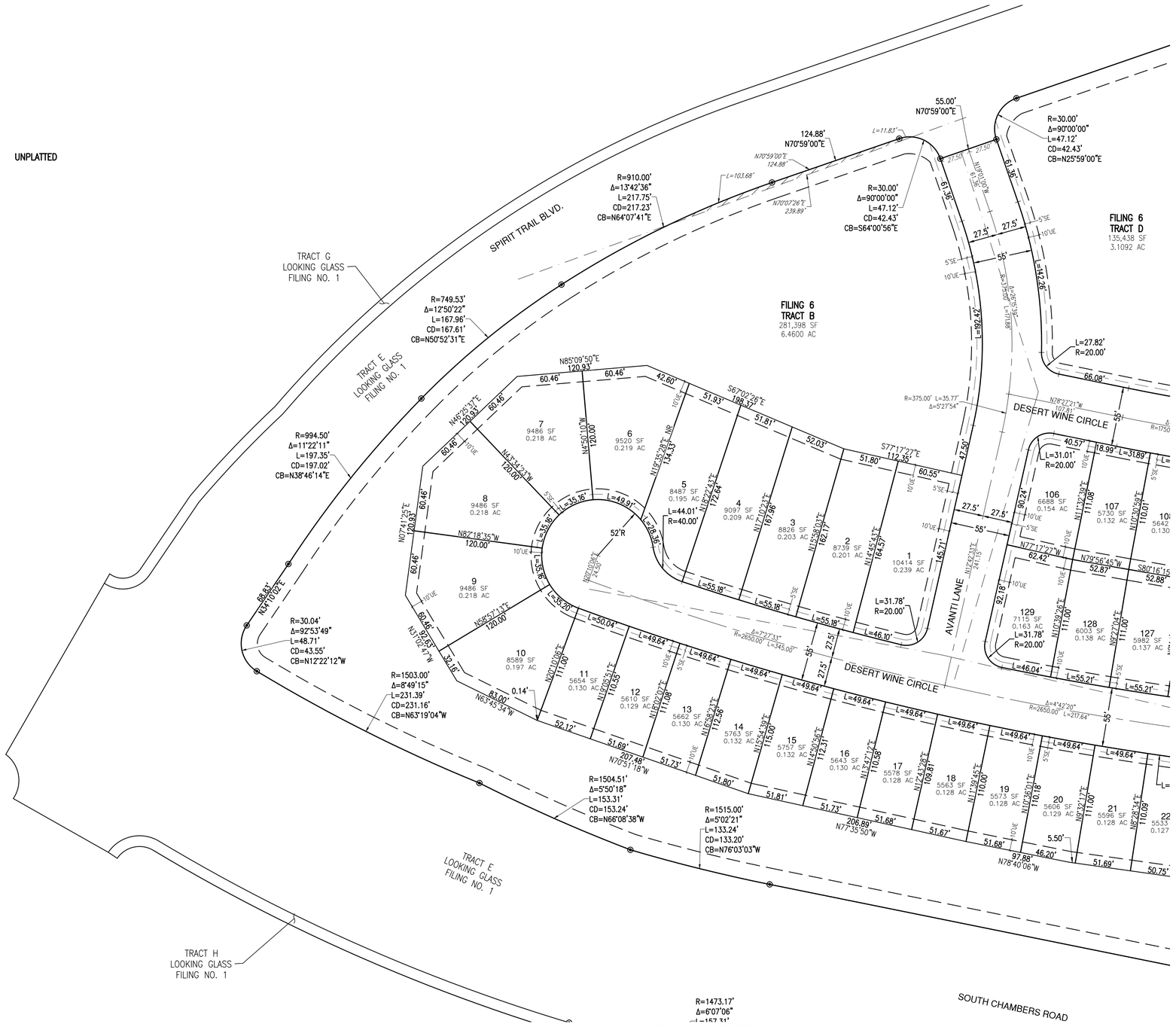
DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 15 OF 23

KEY MAP





GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520
www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

STREET PLAN SHEET 15 OF 23

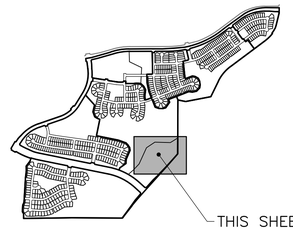
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 16 OF 23

KEY MAP



SEE SHEET 12

SEE SHEET 17

FILING 5
TRACT B
1,788,115 SF
41.0494 AC

2-TRACK ROAD

100 YR FLOODPLAIN

DRAINAGE EASEMENT REC. NO. 2018010380 & REC. NO. 2018010385

S56°26'32"W
232.42'

N88°32'55"W
389.40'

S66°15'41"W
219.47'

DRAINAGE EASEMENT REC. NO. 2018010380 & REC. NO. 2018010385

S24°58'42"W
447.81'

FILING 1
TRACT D
752,480 SF
17.2745 AC

BARB WIRE FENCE

S43°21'18"W
199.84'

2-TRACK ROAD

2-TRACK ROAD

CRAWFOOT VALLEY ROAD

SEE SHEET 19

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

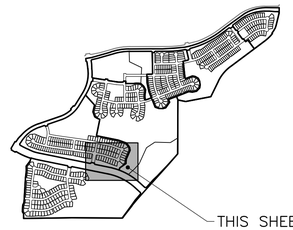
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 17 OF 23

KEY MAP



SEE SHEET 13

SEE SHEET 16

SEE SHEET 18

SEE SHEET 20

SEE SHEET 19

DESERT WINE CIRCLE

BROOMTAIL WAY

SOUTH CHAMBERS ROAD

TRACT E LOOKING GLASS FILING NO. 1

FILING 6
TRACT B
281,398 SF
6.4600 AC

FILING 6
TRACT C
126,315 SF
2.8998 AC

FILING 5
TRACT B
1,788,115 SF
41.0494 AC

FILING 1
TRACT D
752480 SF
17.2745 AC

FILING 7
TRACT G
63,998 SF
1.4692 AC

FILING 7
TRACT A
,522,085 SF
34.9422 AC

DRAINAGE EASEMENT
PER REC. NO. _____

DRAINAGE EASEMENT
PER REC. NO. _____

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

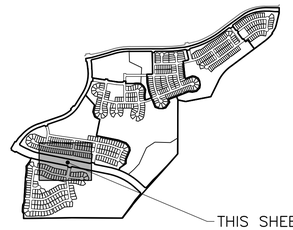
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 18 OF 23

KEY MAP



SEE SHEET 14

SEE SHEET 15

SEE SHEET 17

SEE SHEET 21

SEE SHEET 20

DESERT WINE CIRCLE

AVANT

RUSSELL TRAIL

SOUTH CHAMBERS ROAD

BROOMTAIL PLACE

BLACK ROSE CIRCLE

DRAINAGE EASEMENT PER REC. NO. _____

FILING 6
TRACT B
281,398 SF
6.4600 AC

FILING 7
TRACT B
108,443 SF
2.4895 AC

FILING 7
TRACT C
183,926 SF
4.2223 AC

FILING 7
TRACT G
63,998 SF
1.4692 AC

FILING 7
TRACT A
1,522,085 SF
34.9422 AC

TRACT E LOOKING GLASS FILING NO. 1

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520
www.EMKC.com

JOB NO. 13095.00

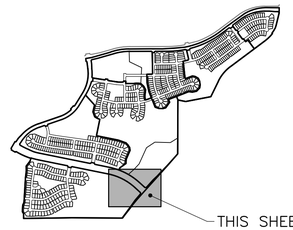
LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019
APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES
SHEET 19 OF 23

KEY MAP



SEE SHEET 17

SEE SHEET 16

SEE SHEET 20

SEE SHEET 23

SEE SHEET 5

S21°19'26"W

R=1585.00'
Δ=9°21'15"
L=258.77'
CD=258.48'
CB=N64°52'24"W

FILING 5
TRACT B
1,788,1150 SF
41.0494 AC

S46°52'26"W
179.05'

FILING 1
TRACT D
752,480 SF
17.2745 AC

SOUTH CHAMBERS ROAD

CROWFOOT VALLEY ROAD

R=1415.00'
Δ=30°49'54"
L=761.43'
CB=S63°09'16"E
CD752.28'

DRAINAGE EASEMENT
REC. NO. _____

100 YEAR FLOOD PLAIN

FILING 7
TRACT A
1,522,085 SF
34.9422 AC

180.25'
N47°44'19"W

R=35.00'
Δ=89°23'57"
L=54.61'
CB=N03°02'21"W
CD49.24'

R=7580.50'
Δ=1°27'34"
L=193.10'
CB=S40°55'51"W
CD193.10'

135.68'
S34°43'26"W

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

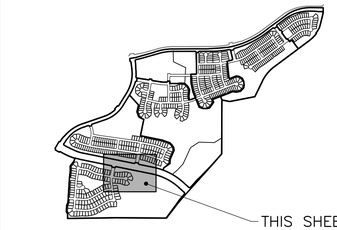
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 20 OF 23

KEY MAP



SEE SHEET 18
SEE SHEET 17
SEE SHEET 21
SEE SHEET 19
SEE SHEET 23

FILING 6
TRACT B
281,398 SF
6.4600 AC

FILING 6
TRACT C
126,315 SF
2.8998 AC

FILING NO. 7
TRACT B
108,443 SF

FILING 7
TRACT C
183,926 SF
4.2223 AC

FILING 7
TRACT F
111,100 SF
2.5505 AC

FILING 7
TRACT A
1,522,085 SF
34.9422 AC

DESERT WINE CIRCLE
BLACK ROSE CIRCLE
BROOMTAIL PLACE
SOUTH CHAMBERS ROAD
TRACT E LOOKING GLASS FILING NO. 1
DRAINAGE EASEMENT PER REC. NO. _____

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

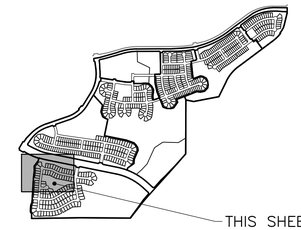
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 21 OF 23

KEY MAP



SEE SHEET 15

SEE SHEET 18

SEE SHEET 20

SEE SHEET 22

UNPLATTED

UNPLATTED

TRACT H
LOOKING GLASS
FILING NO. 1

SOUTH CHAMBERS ROAD

TRACT E LOOKING GLASS FILING NO. 1

R=1473.17'
Δ=6°07'06"
L=157.31'
CB=N75°53'46"W
CD157.24'

N78°34'13"W
1299.47'

N15°46'42"E
100.34'

N74°01'09"W

N18°30'05"W
31.92'

S18°30'05"E
46.31'

N71°29'55"E
25.00'

DRAINAGE EASEMENT
PER REC. NO. _____

745.97'
N78°34'13"W

CB=

N18°47'21"E
44.12'

27.05'

138.77'
N36°44'54"E

69.72'

69.64'

N57°27'58"W
110.00'

N53°29'46"W
100.00'

L=53.02'

L=29.88'
R=40.00'

10.55'

L=41.72'

L=51.61'

52'R

N80°52'40"W 194.20'

FILING 7
TRACT B
108,443 SF
2.4895 AC

N67°49'29"W
244.25'

N78°34'13"W
300.00'

DRAINAGE EASEMENT
PER REC. NO. _____

N80°52'40"W NR
121.67'

103.53'
N01°18'00"W

62.72'

40.81'

L=13.04'

L=29.88'
R=40.00'

N80°52'40"W
128.55'

23.94'

27.5'

55'

N80°52'40"W
125.70'

N80°52'40"W
122.85'

N80°52'40"W
120.00'

180.20'
N06°24'08"E

65.59'
N00°51'50"W

565.00'
N04°08'00"E

FILING 7
TRACT D
6,879 SF
0.1579 AC

L=29.87'

L=7.61'

52.39'

125.44'

L=30.63'
R=19.50'

N80°52'40"W
193.06'

Δ=17°18'27"
R=350.00'
L=105.73'

N63°34'13"W
117.36'

L=64.91'

L=32.51'

35.56'

50.50'

27.5'

55'

100.50'

144.39'

N00°20'20"E
291.89'

BLACK ROSE CIRCLE

L=15.97'

N83°20'03"W
109.74'

L=16.46'

N85°52'00"W
85.48'

N4°08'00"W NR

71.61'

L=59.87'

N13°48'56"E
116.26'

12.55'

N46°56'47"W
126.40'

N66°17'29"E
124.85'

N2°38'58"W
88.19'

L=10.75'

L=43.38'
R=40.00'

48.67'

N4°08'00"E
24.50'

L=41.08'

L=40.00'

29.18'

N81°58'25"E
91.36'

N68°30'23"W

GENEVIEVE PLACE

N85°52'00"W
177.50'

L=38.01'

N63°34'13"W
118.67'

11.33'

N26°25'47"E
122.88'

L=13.34'

N24°34'20"E
122.77'

N15°45'39"E
111.40'

L=56.94'

L=28.55'

29.91'

BROOMTAIL PLACE

N78°34'13"W
365.00'

N63°34'13"W
175.66'

63.64'

75.39'

66.86'

N78°34'13"W
449.83'

L=31.42'
R=20.00'

5.00'

47.59'

67.59'

5.59'

L=116.94'

L=38.69'

51.56'

N8°3'40"E

57.28'

8.66'

76.41'

N71°34'23"E
430.84'

66.43'

N18°25'37"W
110.00'

N71°34'23"E

66.43'

16.81'

53.81'

47.21'

L=31.42'
R=20.00'

N63°34'13"W
118.67'

L=26.79'

N26°25'47"E
122.88'

N15°45'39"E
111.40'

N11°25'47"E
110.00'

N11°25'47"E
121.28'

N11°25'47"E
110.33'

N18°25'37"W
110.00'

N11°25'47"E
121.28'

N11°25'47"E
121.28'

N11°25'47"E
121.28'

N11°25'47"E
121.28'

N11°25'47"E
121.28'

N11°25'47"E
121.28'

13	9987 SF	0.229 AC	
14	9257 SF	0.213 AC	
15	8033 SF	0.184 AC	
16	7628 SF	0.175 AC	
17	7457 SF	0.171 AC	
18	7286 SF	0.167 AC	
19	6600 SF	0.152 AC	
20	6600 SF	0.152 AC	
21	6600 SF	0.152 AC	
22	6600 SF	0.152 AC	
23	6600 SF	0.152 AC	
12	6601 SF	0.152 AC	
11	6601 SF	0.152 AC	
10	7325 SF	0.168 AC	
9	7529 SF	0.173 AC	
8	7066 SF	0.162 AC	
7	7409 SF	0.170 AC	
6	8041 SF	0.185 AC	
5	7277 SF	0.167 AC	
4	7277 SF	0.167 AC	
3	7277 SF	0.167 AC	
2	7277 SF	0.167 AC	
1	7277 SF	0.167 AC	
95	8318 SF	0.191 AC	
96	7200 SF	0.165 AC	
97	7436 SF	0.171 AC	
98	7798 SF	0.179 AC	
99	7367 SF	0.169 AC	
100	7537 SF	0.173 AC	
101	7628 SF	0.175 AC	
102	6906 SF	0.159 AC	
103	6600 SF	0.152 AC	
104	6600 SF	0.152 AC	
105	6600 SF	0.152 AC	
106	6600 SF	0.152 AC	
107	7349 SF	0.169 AC	
94	8143 SF	0.187 AC	
92	7943 SF	0.182 AC	
93	9155 SF	0.210 AC	
91	10190 SF	0.234 AC	
90	8038 SF	0.185 AC	
87	7614 SF	0.175 AC	
88	6600 SF	0.152 AC	
89	8581 SF	0.197 AC	
75	7775 SF	0.178 AC	
76	7302 SF	0.168 AC	
74	8281 SF	0.190 AC	

FILING 7
TRACT C
183,926 SF
4.2223 AC

GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY
EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

LOOKING GLASS
DATE PREPARED: MARCH 3, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

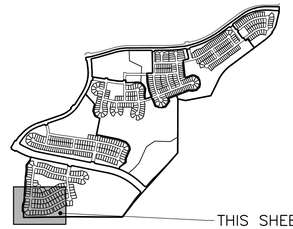
LOOKING GLASS SEGMENT 1

DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 22 OF 23

KEY MAP



SEE SHEET 21

GENEVIEVE PLACE
INCA ROSE DRIVE
BLACK ROSE CIRCLE
BLACK ROSE CIRCLE
FILING 7
TRACT C
183,926 SF
4.2223 AC
FILING 7
TRACT A
1,522,085 SF
34.9422 AC
FILING 7
TRACT E
UNPLATTED
UNPLATTED
UNPLATTED
565.00' N04°08'00"E
74.16' N23°25'25"E
149.07' N04°08'00"E
139.68' N31°10'52"W
57.39' N00°43'48"W
1142.37' S89°16'12"W
426.28' N71°34'23"E
119.43' N79°25'20"E
142.87' N87°49'01"W
150.88' S89°58'56"E
79.44' N87°28'49"E
68.49' N87°28'10"E
76.60' S89°35'57"E
85.18' N87°54'07"E
91.36' N81°58'25"E
29.18'
N68°30'23"W
22 6600 SF 0.152 AC
23 6600 SF 0.152 AC
24 6600 SF 0.152 AC
25 7614 SF 0.175 AC
26 8714 SF 0.200 AC
27 8557 SF 0.196 AC
28 9216 SF 0.212 AC
29 10615 SF 0.244 AC
30 12865 SF 0.295 AC
31 9024 SF 0.207 AC
32 8825 SF 0.203 AC
33 8075 SF 0.185 AC
34 8070 SF 0.185 AC
35 8392 SF 0.193 AC
36 8297 SF 0.190 AC
37 8277 SF 0.190 AC
38 7700 SF 0.177 AC
39 7700 SF 0.177 AC
40 7700 SF 0.177 AC
41 7700 SF 0.177 AC
42 7700 SF 0.177 AC
43 8029 0.184
87 7614 SF 0.175 AC
88 6600 SF 0.152 AC
89 8581 SF 0.197 AC
86 7614 SF 0.175 AC
85 6600 SF 0.152 AC
84 6600 SF 0.152 AC
83 7683 SF 0.176 AC
82 7883 SF 0.181 AC
81 7129 SF 0.164 AC
80 7684 SF 0.176 AC
79 7307 SF 0.168 AC
78 7307 SF 0.168 AC
77 7307 SF 0.168 AC
76 7307 SF 0.168 AC
75 7775 SF 0.178 AC
74 8281 SF 0.190 AC
73 10301 SF 0.236 AC
72 8301 SF 0.191 AC
71 7849 SF 0.180 AC
70 8410 SF 0.193 AC
69 8465 SF 0.194 AC
68 8522 SF 0.196 AC
67 8514 SF 0.195 AC
66 8344 SF 0.192 AC
65 8423 SF 0.193 AC
64 8019 SF 0.184 AC
63 7700 SF 0.177 AC
62 8714 SF 0.200 AC
61 8718 SF 0.200 AC
60 7700 SF 0.177 AC
59 7699 SF 0.177 AC
58 8329 SF 0.191 AC
57 8376 SF 0.192 AC
56 8176 SF 0.188 AC
55 7887 SF 0.181 AC
54 7887 SF 0.181 AC
53 7887 SF 0.181 AC
52 7887 SF 0.181 AC
51 7887 SF 0.181 AC
50 7953 SF 0.183 AC
N85°52'00"W 177.50'
N85°52'00"W 137.50'
N85°52'00"W 217.50'
N85°52'00"W 235.00'
N85°52'00"W 134.50'
N85°52'00"W 117.87'
N76°55'28"E 52.80'
N76°55'28"E 58.21'
N71°34'23"E 444.45'
N71°34'23"E 445.58'
A=22°33'37" R=350.00' L=137.81'
A=22°33'37" R=600.00' L=236.25'
A=6°19'39" R=400.00' L=44.19'
L=88.10'
L=59.79'
L=26.79'
L=116.50'
L=80.88'
L=46.10'
L=53.47'
L=66.56'
L=28.60'
L=31.42' R=20.00'
L=29.88' R=40.00'
L=9.87'
L=30.63' R=19.50'
L=51.03'
L=51.40'
L=57.08'
L=12.50'
L=84.16'
L=82.12'
L=46.64'
L=49.99'
L=68.37'
L=60.35'
L=19.07'
L=22.07'
L=4.49'
L=19.6
L=47.21'
L=53.81'
L=31.42' R=20.00'
L=18.57'
L=13.92'
L=29.88' R=40.00'
L=14.12'
L=9.42'
L=16.81'
L=57.84'
L=53.81'
L=31.42' R=20.00'
L=22.07'
L=19

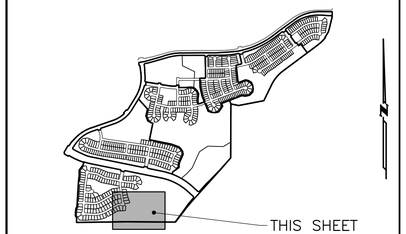
LOOKING GLASS SEGMENT 1

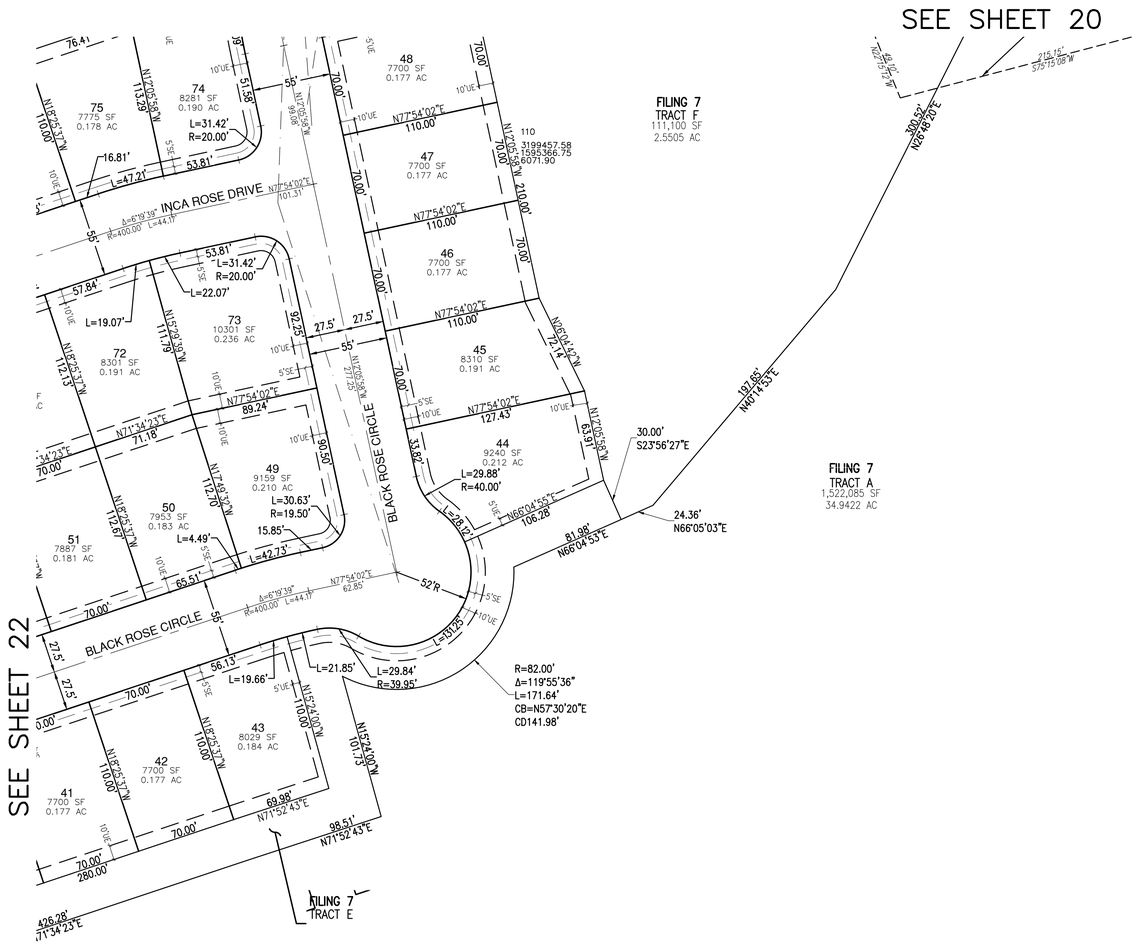
DEVELOPMENT SKETCH & PRELIMINARY PLAN

A PARCEL OF LAND BEING A PART OF SECTIONS 4 AND 5, TOWNSHIP 7 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF DOUGLAS, STATE OF COLORADO
TOTAL ACREAGE 306.746 ACRES

SHEET 23 OF 23

KEY MAP





GRAPHIC SCALE
0 25 50 100 150
1 INCH = 50 FEET

PREPARED BY

EMK CONSULTANTS, INC.
LAND DEVELOPMENT
ENGINEERING ■ SURVEYING
7006 SOUTH ALTON WAY, BLDG. F
CENTENNIAL, COLORADO 80112-2019
(303)694-1520 www.EMKC.com

JOB NO. 13095.00

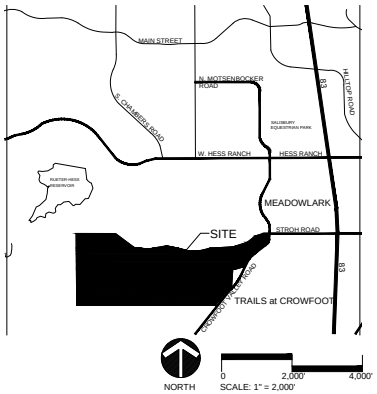
LOOKING GLASS
DATE PREPARED: MARCH 5, 2019
REVISED : OCTOBER 8, 2019

APPLICANT/DEVELOPER
FRONT RANGE COMMUNITIES, LLC
JEN COLORADO 18, LLC
4100 E. MISSISSIPPI AVE.
DENVER, COLORADO 80246
ATTN: LAWRENCE JACOBSON

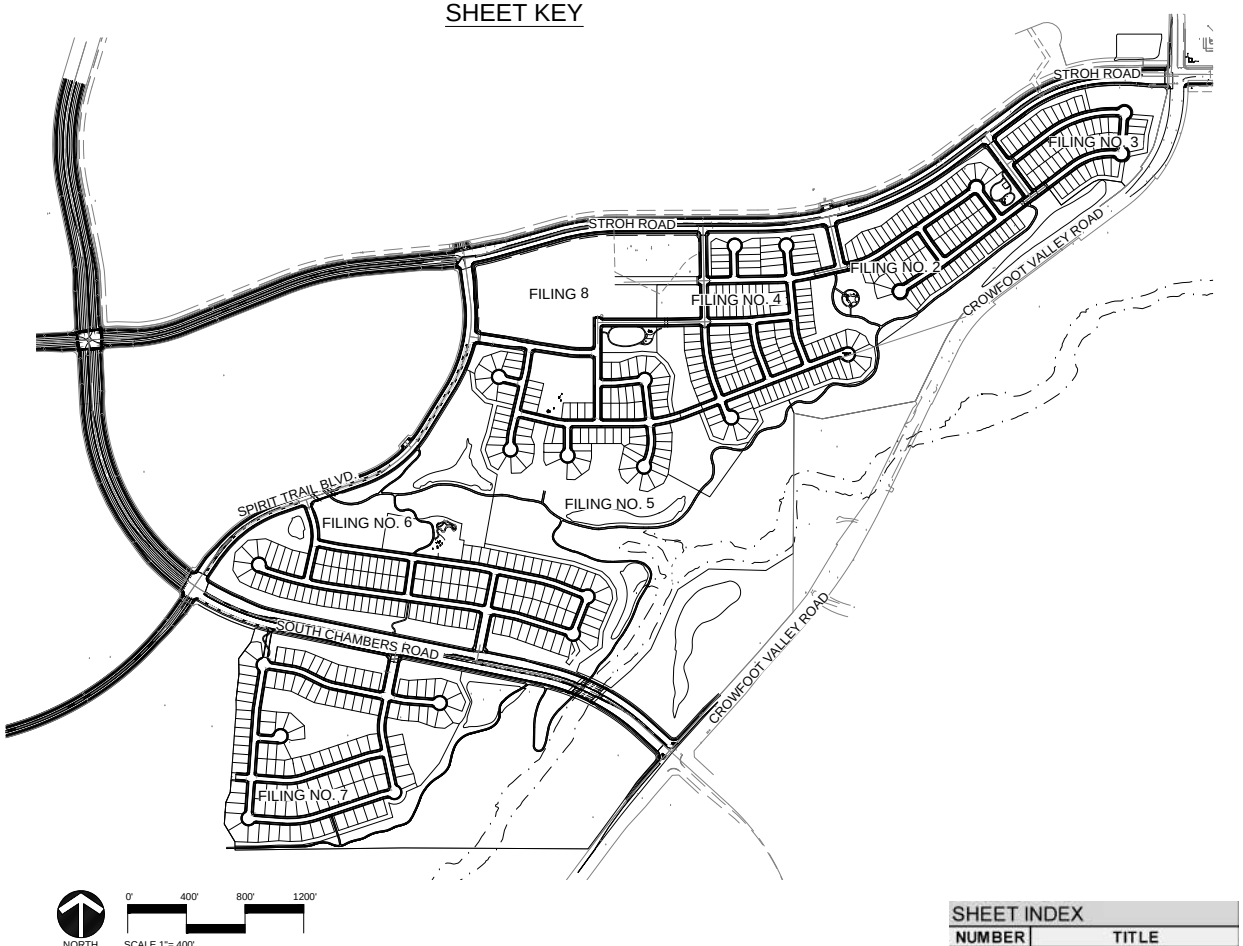
LOOKING GLASS FILING NOS. 2-7 OVERALL

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

VICINITY MAP



SHEET KEY



Future Filing No.	Planning Area	Total Acres	Dwelling Units	Residential Acreage	Road Right of Way Acres	Planned Development Open Space Acres	Land Dedication (Parks) Acres
2	7 East	39.5377	81	10.502	5.166	13.7286	6.602
3	9	14.1106	51	7.198	2.363	4.2498	(in Fil. 2)
4	7 West	27.9149	125	17.663	6.992	(In Filing 2 &5)	(in Fil 2)
5	8	94.0715	82	13.004	7.471	65.3799	4.806
6	21	55.0847	129	20.115	7.362	15.139	3.1092
7	25	76.0258	120	29.147	28.968	39.1645	2.5505

FILING INDEX

FILING NUMBER	PLANNING AREA
2	7 EAST
3	9
4	7 WEST
5	8
6	21
7	25
8	6

SHEET INDEX

NUMBER	TITLE
L1.0	LANDSCAPE COVER SHEET
L1.1	LANDSCAPE REQUIREMENTS
L1.2	MONUMENTATION PLAN
L1.3	MONUMENTATION DETAILS
L1.4	FENCING PLAN
L1.5	FENCING DETAILS
L1.6	TRAIL PLAN
L1.7	LANDSCAPE NOTES
L1.8	PLANT SCHEDULE
L1.9	SITE DETAILS
L1.10	SITE DETAILS
L1.11	SITE DETAILS

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

COVER SHEET

L1.0

TOWN OF PARKER LANDSCAPE REGULATIONS-13.06.070

(g) Plant material specifications.

(1) Plant materials shall be selected from the Town's recommended plant list. Species not included in the recommended plant list may be submitted for consideration, so long as the species is not on the excluded list. All plants shall meet or exceed the plant quality and species standards of the American Standard for Nursery Stock ANSI Z60.1-2004, as amended. Selected plant materials shall be healthy and shall be nursery-grown and adapted to the local area. Artificial plant materials are prohibited within landscaped areas; this includes synthetic turf.

(2) All plant materials must meet the following requirements:

a. Deciduous shade trees: between 2-inch caliper and 2½-inch caliper (measured six [6] inches above the ground).

b. Ornamental and flowering trees: between 1½-inch caliper and 2-inch caliper (measured six [6] inches above the ground).

c. Evergreens: between six (6) feet tall and eight (8) feet tall (measured to mid-point of most recent year's growth).

d. Shrubs: five-gallon container (two [2] to three [3] feet in height for deciduous, eighteen- to twenty-four-inch spread for junipers, or as provided by the American Standard for Nursery Stock ANSI Z60.1-2004, as amended).

(1) Landscaping shall be provided in a sufficient variety of species to ensure the continued appeal of a project in those instances where a particular species is killed through insect or disease activity.

(2) To the maximum extent practicable, landscaping shall include well-adapted, drought-tolerant vegetation, which generally requires less water and landscape maintenance.

(3) Due to excessive watering requirements, seed mixtures or sod containing traditional Bluegrass, fescue or ryegrass cultivars are discouraged. Native grasses (such as Blue Grama and Buffalo Grass) are encouraged as replacements.

(h) Planting standards.

(1) Landscaping shall comply with the planting standards as provided in the Town's Public Works Technical Reference Manual, as amended.

(2) Plant materials shall be spaced appropriately to allow adequate room for the plant at maturity.

(3) Tree pits and cutouts must meet the criteria set forth in the Town's Public Works Technical Reference Manual, as amended.

(4) Landscaping shall be protected from vehicles by the placement of wheel stops, curbs or other acceptable means, approved by the Town.

(5) All trees shall be spaced appropriately from light poles, signs, structures, etc.

(6) Trees shall not be eliminated through the location of light poles in parking lot islands and within the parking lot perimeter landscaping.

(j) Irrigation requirements.

(1) All landscaped areas shall be served by a functioning automatic irrigation system, except on individual single-family residential lots.

(2) Landscaped areas in excess of five thousand (5,000) square feet shall have a properly designed irrigation system providing full coverage to all turf and plant material areas from rotary/gear-drive sprinklers, pop-up and surface spray sprinklers, bubblers, drip or trickle irrigation, as appropriate for the area to be landscaped. Residential landscaped areas less than five thousand (5,000) square feet may be irrigated by hand, so long as an adequate water source, such as outdoor hose bibs, is within fifty (50) feet of the landscaped area.

a. Landscape plantings are to be grouped according to water needs.

b. Trees, shrubs and plantings in bed areas shall be irrigated by drip, bubbler systems, low volume spray heads or subsurface irrigation systems, which may include the product Netafim or approved equivalent. Subsurface irrigation systems are strongly encouraged due to their efficiency and minimized runoff potential.

c. High-water-use turf areas, which may include Bluegrass, Fescue or other high-water-use turf, may be irrigated using pop-up or rotary/gear-drive sprinklers. Pop-up heights on sprinkler heads should be adequate to clear the grass height when extended.

d. The use of subsurface irrigation for alternative low-water-use turf grass areas, which may include Buffalo Grass, Blue Grama or other low-water-use turf, is encouraged.

e. Temporary or permanent irrigation must be provided to native grass areas for establishment in order to assist in complying with the re-vegetation standards as provided in the Storm Drainage and Environmental Criteria Manual, as amended. Temporary irrigation for establishment of native vegetation may be installed above ground and removed immediately after establishment is complete, or in any case, no longer than one (1) year.

f. c. Undeveloped lots planned for development, roadways and/or other capital improvement projects may not require temporary or permanent irrigation as determined by the Department of Engineering.

(1) Irrigation systems shall be designed and maintained to minimize overspray and runoff onto adjacent impervious surfaces, such as roadways, sidewalks and parking lots.

(2) Rainfall or soil moisture sensors, check valves, pressure reducers, water-efficient sprinkler heads, which may include Hunter MP Rotators or approved equivalent, and flow sensor valves are all desirable to reduce unnecessary water usage.

(k) Maintenance requirements.

(1) All plantings shall be maintained in a healthy and attractive manner, as determined by the Town. Maintenance shall be conducted by the property owner of record, the property owner's agent or tenant or a homeowners' association which has assumed landscape maintenance responsibility. All ornamental landscaping shall be maintained free from disease, pests, weeds and litter. Maintenance shall include, but not be limited to, watering, fertilizing, weeding, cleaning, mowing, edging, mulching, pruning, trimming, spraying, cultivating or other maintenance as needed and in accordance with acceptable horticultural practices. Areas of native or naturalized landscape are exempt from this level of maintenance. Acceptable maintenance of native plants includes, but is not limited to, removal of dead or diseased plants, weed control and seasonal mowing.

(2) Dead plant materials shall be removed and replaced with healthy planting materials of comparable size and species that meet the original intent of the approved landscape design within forty-five (45) days of their death, unless seasonal conditions prohibit removal and replacement. In such case, the removal and replacement shall occur within a reasonable period of time approved by the Town.

(3) Nonliving landscape materials such as rock, stone, bark chips and shavings which no longer cover the area in which they were originally deposited shall be regularly replenished to maintain the full coverage to a minimum depth of three (3) inches for rock mulches and four (4) inches for wood mulch.

(4) Landscaping structural features (*e.g.* , fencing, walls, planter boxes) and site furnishings shall be maintained in a sound, structural and attractive condition.

(5) Irrigation systems are to be monitored and adjusted periodically to ensure that the water demands of all plant materials are being met.

(6) Irrigation system repairs shall be made within seven (7) days of discovery of damage, unless seasonal conditions prohibit repairs.

(7) Landscaped areas shall be free from trash and debris.

(8) Failure to replace dead landscape materials within a reasonable period of time, as specified in Paragraph (2) above, shall be considered a violation of the site plan approval and is subject to the enforcement and penalty provisions of this Title.

(5) In all required landscaped areas, except within public rights-of-way, one (1) tree and five (5) shrubs shall be planted for each one thousand five hundred (1,500) square feet of lot area not covered by a building or required parking.

a. Ten (10) shrubs may be substituted for one (1) tree when approved during the site plan process. An administrative finding that strict compliance with the tree requirement cannot be reasonably accomplished on site, and is not the result of a self-imposed hardship, will be required.

b. One (1) ornamental grass in a five-gallon container or three (3) ornamental grasses in one-gallon containers may be substituted for one (1) shrub.

c. A mix of deciduous and evergreen trees is required to provide color and screening in winter months. A minimum of twenty-five percent (25%) and a maximum of fifty percent (50%) shall be evergreen trees.

d. The landscaping materials required by these provisions shall be distributed throughout the areas to be landscaped in such a manner as to avoid an overmassing of plant materials or, except where desirable, to obstruct views.

(1) Landscaping proposed in the public right-of-way to fulfill a standard of this Section for on-site landscaping shall not be permitted.

(m) Streetscape landscaping.

(1) The intent of this Subsection is to create a uniform street landscape character and to reinforce the pedestrian environment established along streets and internal vehicle access drives.

(2) General requirements.

a. The streetscape landscaping scheme at intersections shall be interrupted to address site distance triangles.

b. Site distance triangles shall be maintained and are to be designed based upon projected traffic level and speeds.

(1) Streetscape plantings.

a. Streetscape and median landscaping shall be in compliance with the Town's Construction Specifications and Design Considerations for Parks, Trails and Streetscapes, as amended.

b. Additional requirements may be required, as outlined in this Subsection.

c. No trees or groups of trees shall be farther apart than forty (40) feet.

(p) Site perimeter landscaping requirements.

(1) The intent of this Subsection is to establish minimum requirements for plantings around the perimeter of a site.

(2) Site perimeters shall be landscaped according to the standards shown in Schedule 13.06.070A below.

(3) Of the amount of trees required by Schedule 13.06.070A below, a minimum of forty percent (40%) and a maximum of sixty percent (60%) of the trees shall be evergreen to be consistent with the local ecology and provide year-round color.

(4) Trees may be spaced irregularly in informal groupings or be uniformly spaced, as consistent with larger overall planting patterns and organization. Informal groups shall be a minimum of five (5) trees for each grouping to achieve massing in a manner which limits obstruction of significant views and/or screens objectionable views.

LANDSCAPE REQUIREMENTS

AREA	QUANTITY	UNIT	TREES REQUIRED	TREES PROVIDED	SHRUBS REQUIRED	SHRUBS PROVIDED
FILING-2	7,282	LF	182.1	165	NA	NA
FILING-3	3,944	LF	98.6	68	NA	NA
FILING-4	9,859	LF	241.5	181	NA	NA
FILING-5	11,261	LF	281.5	212	NA	NA
FILING-6	10,801	LF	270.0	219	NA	NA
FILING-7	9,911	LF	247.8	230	NA	NA
SUB TOTAL	**52,858**	**LF**	**1,321.5**	**1,075**		
SIGHT DISTANCE	-8,835	LF	-220.9	NA		
SIGN CLEARANCE	-2,300	LF	-57.5	NA		
TOTAL STREET TREES	**41,723**	**LF**	**1,043.1**	**1,075**		
STROH ROAD	4,686	LF	156.2	157	781.0	781
SPIRIT TRAIL BLVD	1,963	LF	65.4	77	327.2	327
CHAMBERS ROAD	4,796	LF	159.9	161	799.3	799
RED ELDER WAY	480	LF	16.0	16	80.0	80
JACQUELINE BOULEVARD	532	LF	17.7	18	88.7	89
AMBER SKY LANE	262	LF	8.7	9	43.7	44
BLACK ROSE CIRCLE	418	LF	13.9	14	69.7	70
SPIRIT TRAIL PLACE	312	LF	10.4	10	52.0	52
BROOMTAIL WAY	418	LF	13.9	14	69.7	70
TOTAL STREET BUFFERS	**13,867**	**LF**	**462.1**	**476**	**2,311.3**	**2,312**
FILING-2	47,605	SF	31.7	32	158.7	159
FILING-3	83,139	SF	55.4	55	277.1	277
FILING-4	21,095	SF	14.1	18	70.3	70
FILING-5	31,023	SF	20.7	21	103.4	36
FILING-6	76,993	SF	51.3	66	256.7	257
FILING-7	96,465	SF	64.3	65	321.5	321
TOTAL OPEN SPACE	**356,320**	**SF**	**237.5**	**257**	**1,187.7**	**1120**
FILING-2	287,567	SF	191.7	221	958.5	959
FILING-3*	0	SF	0.0	0	0.0	0
FILING-4*	0	SF	0.0	0	0.0	0
FILING-5	209,337	SF	139.5	152	697.8	698
FILING-6	135,438	SF	90.3	97	451.5	452
FILING-7	111,100	SF	74.0	62	370.3	370
FILING- 8**	0	SF	0.0	0	0.0	0
TOTAL PARKS	**743,442**	**SF**	**495.5**	**532**	**2,478.1**	**2,479**
TOTAL	**1,155,352**		**2,238.2**	**2,340**	**5,977.1**	**5,911**

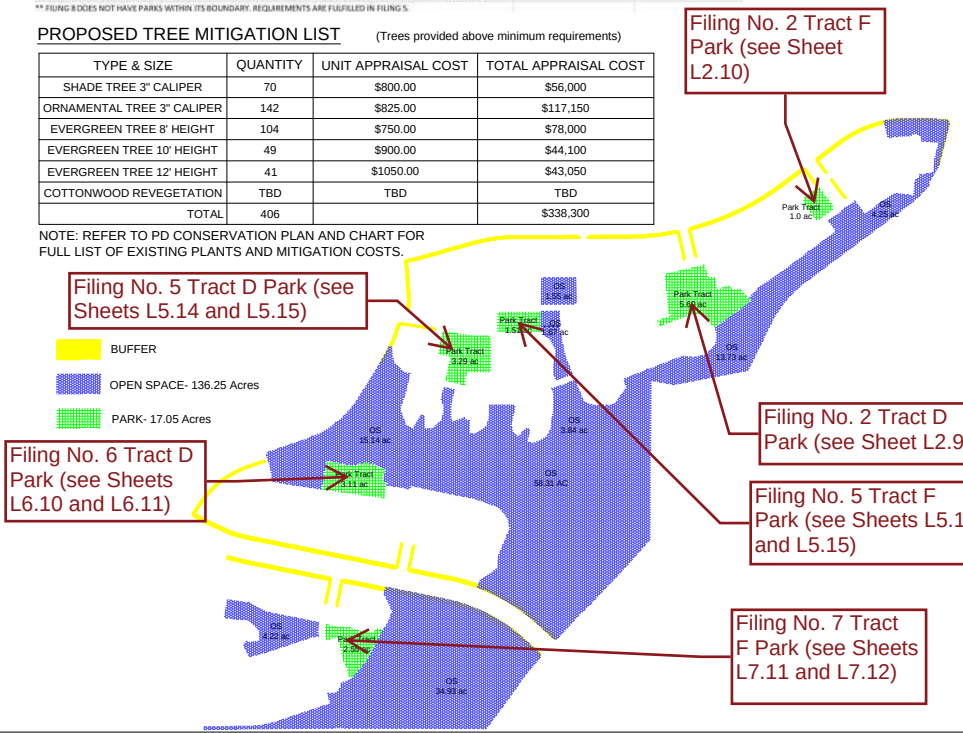
*FILING 3 & FILING 4 DO NOT HAVE PARKS WITHIN THEIR BOUNDARY. PARK REQUIREMENTS WILL BE FULFILLED IN FILING 2.
** FILING 8 DOES NOT HAVE PARKS WITHIN ITS BOUNDARY. REQUIREMENTS ARE FULFILLED IN FILING 5.

PROPOSED TREE MITIGATION LIST

(Trees provided above minimum requirements)

TYPE & SIZE	QUANTITY	UNIT APPRAISAL COST	TOTAL APPRAISAL COST
SHADE TREE 3" CALIPER	70	$800.00	$56,000
ORNAMENTAL TREE 3" CALIPER	142	$825.00	$117,150
EVERGREEN TREE 8' HEIGHT	104	$750.00	$78,000
EVERGREEN TREE 10' HEIGHT	49	$900.00	$44,100
EVERGREEN TREE 12' HEIGHT	41	$1050.00	$43,050
COTTONWOOD REVEGETATION	TBD	TBD	TBD
TOTAL	406		$338,300

NOTE: REFER TO PD CONSERVATION PLAN AND CHART FOR FULL LIST OF EXISTING PLANTS AND MITIGATION COSTS.



NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/02/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

LANDSCAPE REQ.

L1.1

LOOKING GLASS FILING NOS. 2-7 OVERALL- MONUMENTATION PLAN

NOTE:
SIGNAGE IS NOT REVIEWED OR APPROVED AS A PART OF THIS PROCESS. SIGNAGE WILL BE APPROVED BY A SEPARATE PROCESS.

COMMUNITY ENTRY MONUMENT
SCALE: NTS

NEIGHBORHOOD ENTRY MONUMENT
SCALE: NTS

WAYFINDING & PARK SIGNAGE
SCALE: NTS

NOTE:
Refer to L1.3 for Entry Monument Details and Section.

NORTH

0' 300' 600' 900'
SCALE 1"= 300'

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL
PARKER, COLORADO
SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN
(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

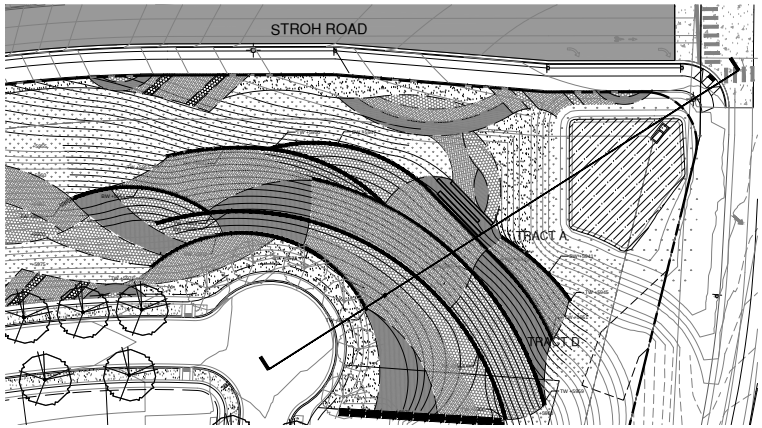
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

MONUMENT PLAN
L1.2

LOOKING GLASS FILING NOS. 2-7 OVERALL- MONUMENTATION PLAN

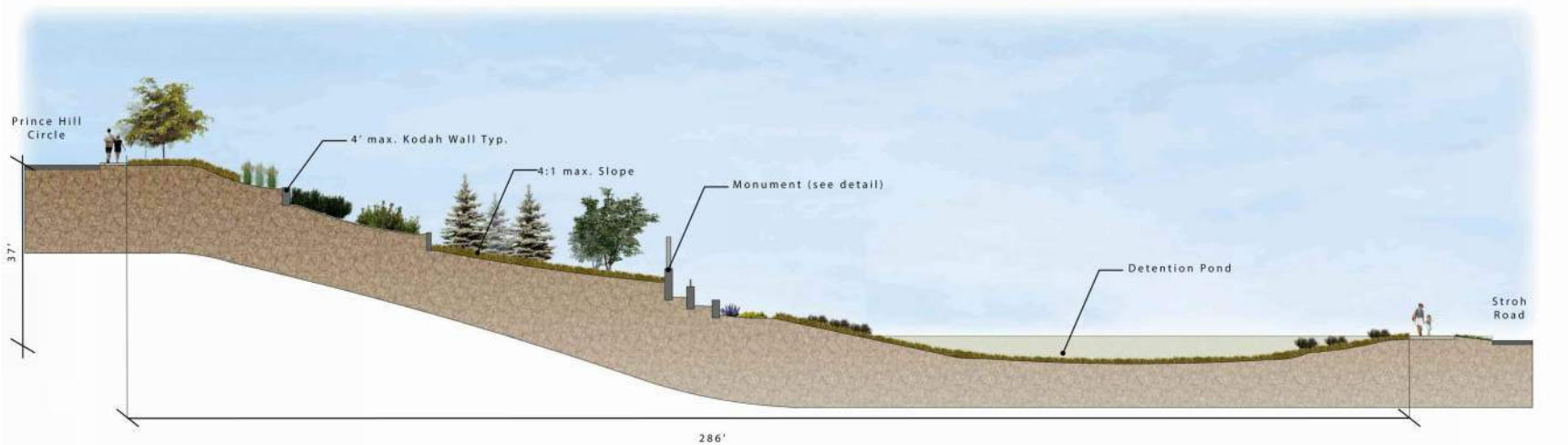


SECTION CUT- ENTRY MONUMENT
SCALE: 1"= 40'-0"

NOTE:
Refer to L1.11 for Entry Monument Details
FINAL GRADING TO BE SUBMITTED AT FINAL PLAT OF FILING 3.

NOTE:
SIGNAGE IS NOT REVIEWED OR APPROVED AS A PART OF THIS PROCESS. SIGNAGE WILL BE APPROVED BY A SEPARATE PROCESS.

ILLUSTRATIVE ENTRY MONUMENT
SCALE: 1"= 10'-0"



Entry Monument Section Cut
SCALE: 1" = 10' 0"

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL
PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN
(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

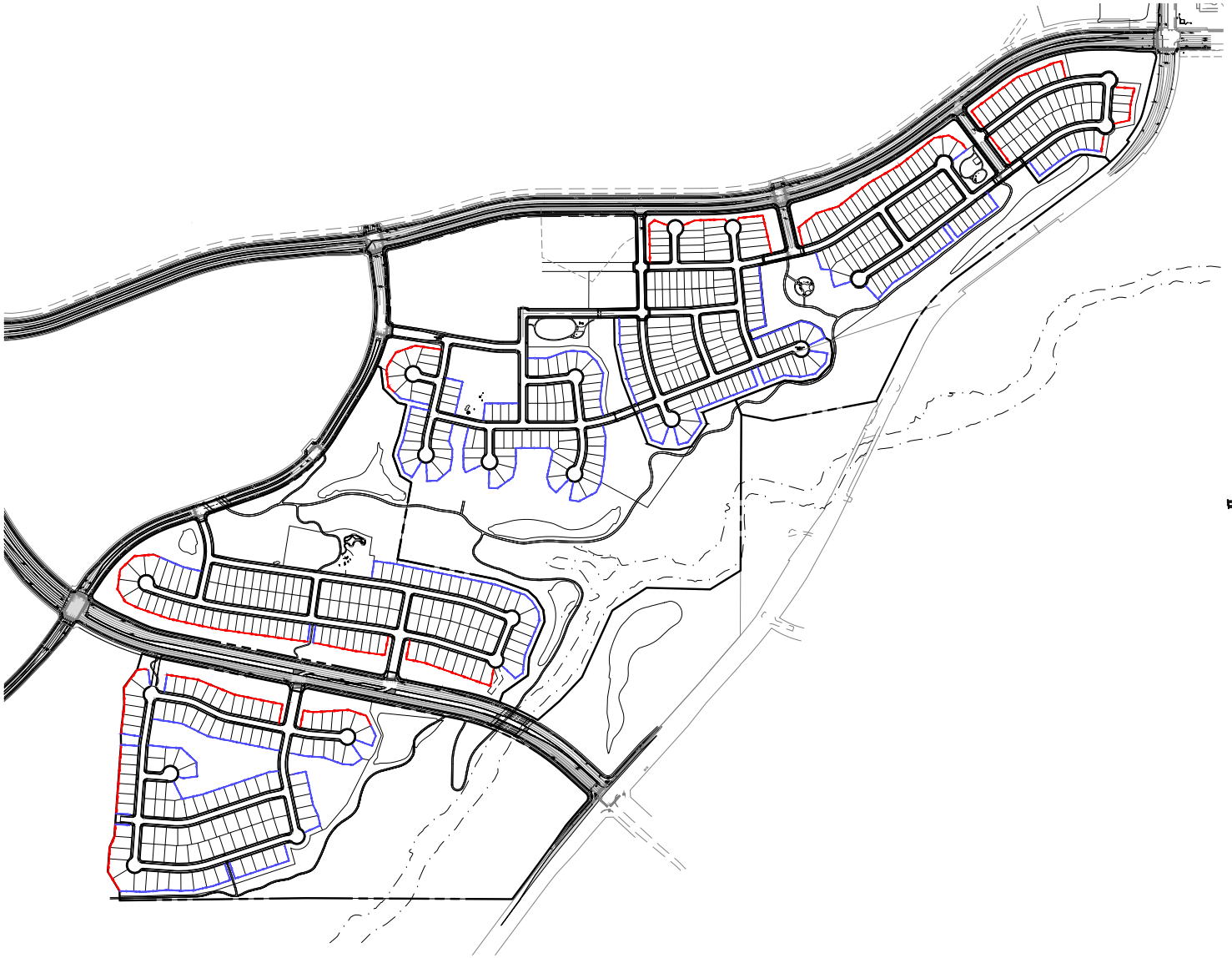
Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

MONUMENT DETAILS

L1.3

LOOKING GLASS FILING NOS. 2-7 OVERALL- FENCING PLAN



LEGEND

- OPEN RAIL FENCE
- PRIVACY FENCE
- BUCK & RAIL FENCE, REFER TO SPINE INFRASTRUCTURE PLAN; STREETSCAPE PLAN

NORTH

0' 300' 600' 900'

SCALE 1"= 300'

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

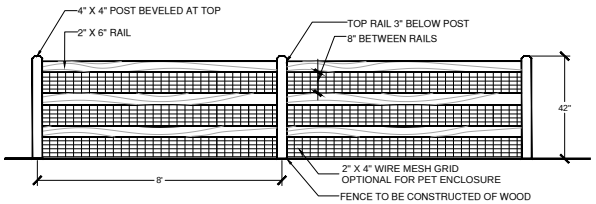
Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

FENCING PLAN

L1.4

HESS RANCH FILING NO. 1 FENCING PLAN



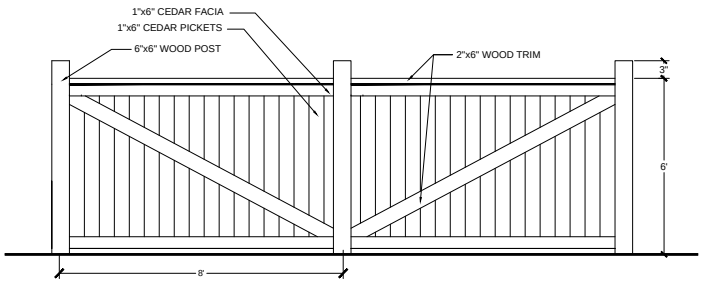
OPEN RAIL FENCE

NOTE:STAINED OR PAINTED FENCE COLOR TO BE DETERMINED BY BUILDER

NOT TO SCALE

BUCK & RAIL FENCE

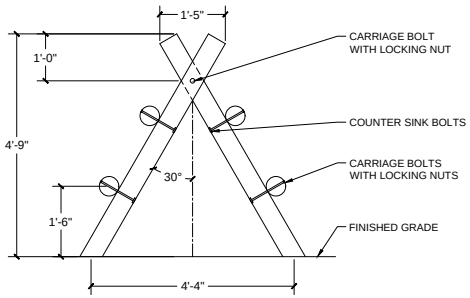
NOT TO SCALE



PRIVACY FENCE

NOTE:STAINED OR PAINTED FENCE COLOR TO BE DETERMINED BY BUILDER

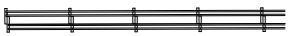
NOT TO SCALE



BUCK & RAIL FENCE- SECTION DETAIL

NOTE:STAINED OR PAINTED FENCE COLOR TO BE DETERMINED BY BUILDER

NOT TO SCALE



NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

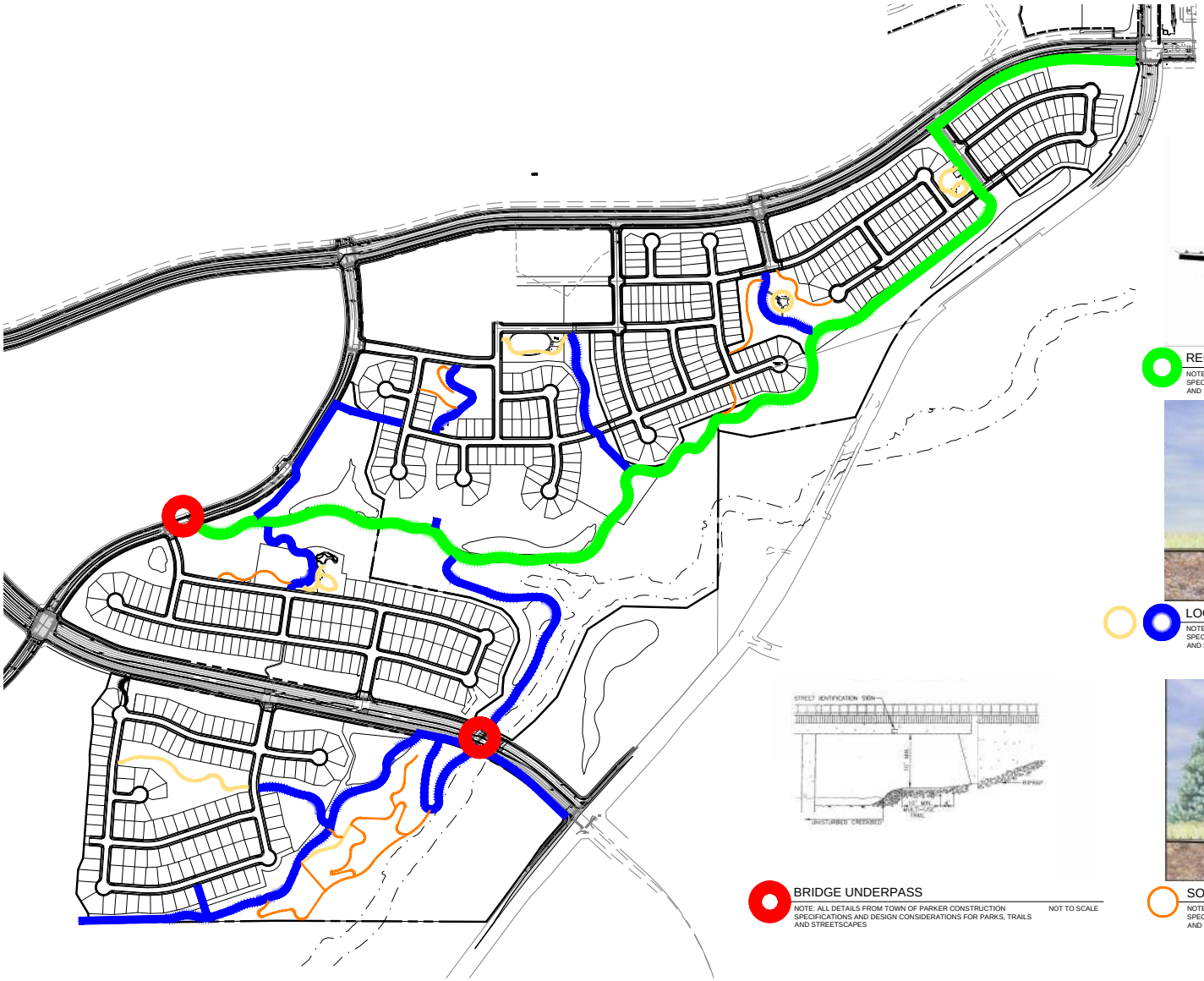
Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

FENCE DETAILS

L1.5

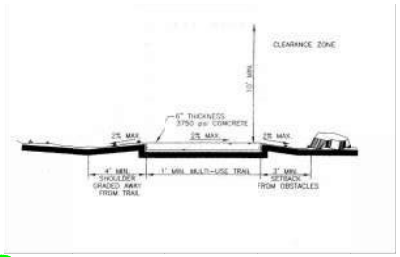
LOOKING GLASS FILING NOS. 2-7 OVERALL- TRAIL PLAN



NORTH

0' 300' 600' 900'

SCALE 1"= 300'



REGIONAL TRAIL

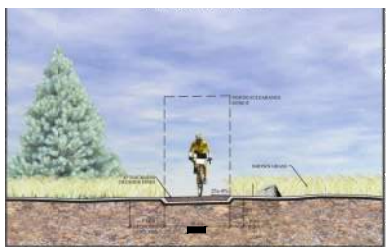
NOTE: ALL DETAILS FROM TOWN OF PARKER CONSTRUCTION SPECIFICATIONS AND DESIGN CONSIDERATIONS FOR PARKS, TRAILS AND STREETSCAPES — NOT TO SCALE

LOCAL TRAIL

NOTE: ALL DETAILS FROM TOWN OF PARKER CONSTRUCTION SPECIFICATIONS AND DESIGN CONSIDERATIONS FOR PARKS, TRAILS AND STREETSCAPES — NOT TO SCALE

BRIDGE UNDERPASS

NOTE: ALL DETAILS FROM TOWN OF PARKER CONSTRUCTION SPECIFICATIONS AND DESIGN CONSIDERATIONS FOR PARKS, TRAILS AND STREETSCAPES — NOT TO SCALE



SOFT SURFACE TRAIL

NOTE: ALL DETAILS FROM TOWN OF PARKER CONSTRUCTION SPECIFICATIONS AND DESIGN CONSIDERATIONS FOR PARKS, TRAILS AND STREETSCAPES — NOT TO SCALE

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

TRAIL PLAN

L1.6

LOOKING GLASS FILING NOS. 2-7 OVERALL- LANDSCAPE NOTES

GENERAL NOTES

1. The developer, his successors and assigns, shall be responsible for installation, maintenance and replacement of all landscaping materials shown or indicated on the approved landscape plan on file in the planning department. Landscaping will be installed as delineated on the plan, prior to issuance of certificate of occupancy.
2. Landscape material shall not be placed or kept near fire hydrants, fire department inlet connections or fire protection control valves in a manner that would prevent such equipment or fire hydrants from being immediately discernible. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or hydrants.
3. A 5-foot clear space shall be maintained around the circumference of fire hydrants.
4. Landscaping material shown within the site plan cannot encroach into roadways that are dedicated (or designated) as fire lane easements (or corridors).
5. In all landscape areas the soil will be amended with a minimum of 4 cubic yards of wood humus and ten pounds of triple super phosphate per 1,000 square feet of area. The amendments shall be tilled to a depth of 8".
6. All landscaped areas and plant material, except for non-irrigated native, restorative and dryland grass areas that comply with requirements found in section 146-1429 and/or section 146-1435, must be watered by an automatic underground irrigation system. Irrigation system design, installation, operation, and maintenance shall conform to requirements found in the city of aurora irrigation ordinance.
7. Turf areas shall be a Kentucky and Texas bluegrass hybrid with at least half of the varieties being drought tolerant.
8. All planting beds shall be mulched with 1.5" rock wood mulch to a depth of 4". weed barrier fabric underlayment required. Perennial beds to be mulched with shredded wood mulch to a depth of 4", without weed barrier fabric.
9. All trees located in sod areas shall have a 3' diameter shredded bark mulch tree ring.
10. All shrub beds shall be separated from turf areas by a rolled top steel edger.
11. All landscaping will meet or exceed the requirements set by the Town of Parker code chapter landscape standards.
12. All parking lot landscaping will meet or exceed the requirements set by the Town of Parker code ----- landscape standards.
13. All fencing shall be in accordance with the Town of Parker fence, wall, and awning standards chapter -----
14. All future development areas in phased development projects that have been disturbed by grading shall meet the town of parker roadway specifications manual chapter----- erosion control associated with construction activities.
15. All proposed landscaping within the sight triangle shall be in compliance with Town of Parker roadway specifications.
16. Trees within sight triangles shall be limbed up to 8 feet.

LANDSCAPE NOTES

1. All landscape improvements shall follow the guidelines per the Town of Parker Construction Specifications and Design Considerations for Parks, Trails, and Streetscapes, 2008, Public Works Technical Reference Manual and Roadway Design and Construction Criteria Manual.
2. All landscape areas and plant material shall be watered by an automatic irrigation system. Drip irrigation is to be provided to shrub areas; turf area heads are to be installed so as to provide head to head coverage. Temporary irrigation shall be provided to native grass areas for establishment in order to assist in complying with the re-vegetation standards of the Town of Parker.
3. All landscaping shall meet the requirements of the "sight visibility triangle" as defined in the Town of Parker Code.
4. All fencing shall be as indicated on the landscape plans and details.
5. All plant material shall carry a warranty for a period of not less than one year after acceptance of the project by the owner. Warranty shall be a one-time replacement that includes plant material and labor costs.
6. Plant species and location should follow approved plan. If site conditions or plant availability require changes to the plan, then the applicant must get approval from the Landscape Architect and Town of Parker, Community Development Department.
   All species substitutions shall be approved by the landscape architect and/or owner and the Town prior to installation. Overall plant quantities and sizing shall remain as indicated on the plant schedule. The contractor shall verify that any substituted plant species are acceptable to the local municipality or governing jurisdictions.
7. To the maximum extent feasible, topsoil that is removed during construction activity shall be conserved for later use on areas requiring re-vegetation and landscaping, as well as for fill dirt in median landscape areas.
8. Before planting or seeding/sodding, soil surface to be rototilled to a minimum depth of six inches (6"). Soil Amendments as specified per Town of Parker Construction Specifications and Design Considerations Manual (see page 5 Soil Preparation and page 6 Soil Amendments) shall be applied evenly across the landscape areas at a rate of six (6) cy per 1000 square feet and rototilled to a depth of six inches (6"). Surface to be finish graded to appropriate elevations and compaction.
9. If it is determined that some trees may be relocated and a tree spade is used, it is required that holes dug with the spade be scraped down and scored with a shovel to remove the 'glaze' that is produced on the soil surface. This will prevent an interface that will impede proper root development.
10. Excavate planting holes with sloping sides. Do not disturb soil at bottom of planting holes, but do score the sides of the planting hole. Make excavations at least three times as wide as the root ball diameter and less (three to five inches) than the distance from the top most root in the root ball and the bottom of the root ball. The planting area shall be loosened and aerated at least three to five times the diameter of the root ball. Backfill shall consist of existing on site soil - no amendments shall be used unless otherwise specified.
11. Trees shall be planted with the top most root in the root ball 3" to 5" higher than the finished landscape grade. This includes trees that are set on slopes. Set root ball on undisturbed soil. Trees where the trunk flare is not visible shall be rejected. Do not cover the trunk flare with soil.
12. No plant material shall be planted within ten feet of any existing or proposed electrical switchgears, transformers or other electrical utility equipment. Plant material may be field adjusted to provide the 10 foot clearance and accessibility required by the utility's owner/operator.
13. Cut off bottom ⅓ of wire basket before placing tree in hole, cut off remainder of basket after tree is set in hole, remove basket completely. Remove all nylon ties, twine, rope and burlap as possible. Remove unnecessary packing material.
14. Form soil into a 3" to 5" tall watering ring (saucer) around planting area. Apply 3" to 4" depth of cedar mulch inside watering ring with weed control fabric. Weed barrier fabric shall be 2 oz. polyspun geotextile fabric secured with landscape pins. Maintain min. 24" overlap at edges.
15. Staking and guying of trees is optional in most planting situations. In areas of extreme winds, or on steep slopes, staking may be necessary to stabilize trees. Staking and guying must be removed within 1 year or less of planting date.
16. Planting beds, with the exception of perennial plantings, shall be mulched with rock or rock cobble mulch, as specified on detail sheet on sheet L-10, to a depth of 4" with weed barrier fabric underlayment. Perennial plantings to be mulched with shredded cedar mulch to a depth of 4" without weed barrier fabric underlayment to promote spread of plants. All beds are to be contained by 4" x 14 gauge galvanized edger, DuraEdge or equal. Edger is not required where a bed is adjacent to curbs, walls or walks, or around tree pits. Edger shall separate change in materials/mulch types within planting beds. All trees to receive mulch ring as specified above.
17. Tree wrap is not to be used on any new plantings, except in late fall planting situations, and only then after consultation with the Town Arborist.
18. All relocated trees must be healthy and undamaged prior to relocation.
19. All sod areas shall be NATURE'S PRAIRIE TURF by TurfMaster (R), or approved equal.
20. Trees in the right-of-ways must be a minimum of 8-feet away from any water and sanitary sewer main.
21. The contractor shall report any discrepancies in plan vs field conditions immediately to the landscape architect prior to continuing with the portion of work in question.
22. The contractor is responsible for seeding any non seeded areas disturbed during construction.
23. Maintain a minimum of three foot clearance around fire hydrants, fire department connections or other fire service equipment. No tree or shrubs will be allowed within this area.
24. The contractor is responsible for the cost to repair utilities, adjacent landscape, public and private property that is damaged by the contractor for their subcontractors during installation or during the specified maintenance period.
25. Call for utility locations prior to any excavation.
26. The contractor shall be responsible for the repair of any of their trenches or excavations that settle, including sidewalks, curbs and gutters.
27. The contractor is responsible for verifying all plant quantities.
28. The contractor shall at all times maintain on-site, a redlined as-built copy of the approved landscape and irrigation plans and submit to the owner and landscape architect a copy of the redlined as-built set following construction completion. All modifications to site, landscape, irrigation, etc. shall be recorded on the as-built plans.
29. When seeding in the ROW, use Douglas County Permanent Drill Seed Mix.

SOD & SEED DETAILS

SOD

Nature's Prairie Turf by Turf Master or approved equal.

TOWN OF PAKER, SEED MIX 3 (LOW-GROWTH MIX)

25% EPHRAIM CRESTED WHEATGRASS
23% SHEEP FESCUE
18% PERENNIAL RYEGRASS
13% CANADA BLUEGRASS
12% BARLEY OR OATS
9% BLUE FESCUE

TOWN OF PARKER, SEED MIX 2

22% SLENDER WHEATGRASS
18% SODAR STREAMBANK WHEATGRASS
13% ARIZONA FESCUE
13% BLUE GRAMA
12% BUFFALO GRASS
12% BARLEY OR OATS
5% SPIKE MUHLY

DOUGLAS COUNTY PERMANENT DRILL SEEDING MIX

10% BIG BLUESTEM
10% YELLOW INDIANGRASS
10% SWITCHGRASS
10% SIDEOATS GRAMA
10% WESTERN WHEATGRASS
10% BLUE GAMA
10% THICKSPIKE WHEATGRASS
10% PRAIRIE SANDREED
10% GREEN NEEDLEGRASS
5% SLENDER WHEATGRASS
5% STREAMBANK WHEATGRASS

SEEDING NOTES

1. Seeding rates: drilled: 25 lbs/ acre or broadcast: 50 lbs/ acre)
2. Seeding shall be done with a brillion drill or approved mechanical seeder. Seed shall be evenly distributed on a still day into a slightly moist seed bed. Seed shall be drilled ¼ inch into the prepared seed bed. If the slope is too steep to drill, seed shall be broadcast at double the application rate and covered 1/8 inch of soil with a harrow or hand rake for small areas. The seeding shall be done in two separated applications crossing the area at right angles to guarantee proper coverage. Drill seed across slopes rather than up and down, following the contour to reduce erosion.
3. After seeding operations have been completed, the entire seeded area shall be hydro mulched with "conwed 2000" or approved equal hydro mulch material. The hydro mulch shall be applied by using a mechanical hydro mulcher, evenly distributed on a still day. The hydro mulch shall be applied at the rates recommended by the manufacture. Within 12 hour after seeding, the sprinkler system shall be activated to moisten seeded areas to a depth of 1 inch. All seeded areas shall be kept so moistened by frequent light watering until final acceptance of the project or as required by the Town land use land use regulations, and such watering shall be the responsibility of the contractor.
4. Protect seeded slopes (greater than 2.5 horizontal to 1 vertical) with erosion control netting or other methods acceptable to the director. Cover netting with straw or other acceptable mulch.

GENERAL PLANTING NOTES:

1. Disturbed areas to be re-vegetated per the grading and erosion control plans.
2. Per tree conservation plan, all mitigated shrubs from removal of existing shrub masses shall be planted within the proposed landscape.
3. Landscape placement in the tree lawn adjacent to lots is not final and may change based upon driveway and utility locations.
4. No fences or structures will be allowed within sight triangles.
5. Shrubs and plantings will be no taller than 3 feet, and tree canopies will be no lower than 8 feet within the site triangle.
6. Temporary irrigation for establishment of native vegetation must be installed above ground, and removed immediately after establishment is complete, or in no case any longer than one growing season.
7. No trees can be placed within (7) feet of any storm sewer.

FINE GRADING NOTES:

1. Slopes not to exceed 4:1 max. - 1% min.
2. Satisfactory soils: astm d 2487 soil classification groups gw, gp, gm, sw, sp, and sm, or a combination of these group symbols; free of rock or gravel larger than 3 inches (75 mm) in any dimension, debris, waste, frozen materials, vegetation, and other deleterious matter.
3. Strip topsoil to whatever depths are encountered in a manner to prevent intermingling with underlying subsoil or other waste materials.
4. Strip existing surfaces of unsuitable topsoil, including trash, debris, weeds, roots, and other waste materials.
5. stockpile topsoil materials on-site without intermixing with subsoil.
6. Remove existing vegetation, debris, unsatisfactory soil materials, obstructions, and deleterious materials from ground surface before placing fills.
7. Plow, scarify, bench, or break up sloped surfaces steeper than 1 vertical to 4 horizontal so fill material will bond with existing material.
8. Place and compact fill material in layers to required cross-sections, elevations and grades with satisfactory soil material.
9. Uniformly grade areas to a smooth surface, free from irregular surface changes. comply with compaction requirements and grade to cross sections, lines, and elevations indicated.
10. Provide a smooth transition between adjacent existing grades and new grades.
11. Cut out soft spots, fill low spots and trim high spots to comply with required surface tolerances.
12. Site grading: slope grades to direct water away from adjacent structures and to prevent ponding. finish subgrades to required elevations within the following tolerances:
    12.1. at locations designated for lawn or unpaved areas: plus or minus 1 inch (25 mm).
    12.2. at designated pavement locations: plus or minus 1/2 inch (13 mm).
13. Grading on slopes: install erosion stabilization fabric per manufacturers recommendations on sloped surfaces equal to or greater than a ratio of 1) vertical foot to 3) horizontal feet.
14. Contractor will engage a qualified independent geotechnical engineering testing agency to perform field quality-control testing.
15. Protect newly graded areas from traffic, freezing, and erosion. keep free of trash and debris.
16. Repair and reestablish grades to specified tolerances where completed or partially completed surfaces become eroded, rutted, settled, or where they lose compaction due to subsequent construction operations or weather conditions.
17. Where settling occurs before project correction period elapses, remove finished surface grading, backfill with additional soil material, compact, and reconstruct surface grading.
18. Transport surplus satisfactory soil to designated storage areas on owner's property. Stockpile or spread soil as directed by owner.

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/02/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL
PARKER, COLORADO
SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN
(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

LANDSCAPE NOTES

L1.7

LOOKING GLASS FILING NOS. 2-7 OVERALL- PLANT SCHEDULE

PLANT LIST-2019-10-09

QUANTITY	SYMBOL	COMMON NAME	LATIN NAME	SIZE	MATURE SIZE (HxW)	CONTAINER	WATER USE
SHADE TREES							
6	AE	ACCOLADE ELM	ULMUS 'MORTON' ACCOLADE	2.5" CAL.	50' X 35'	B&B	MODERATE
24	AGB	AUTUMN GOLD GINKO	GINKO BILOBA 'AUTUMN GOLD'	2.5" CAL.	30' x 45'	B&B	MODERATE
18	ASL	AMERICAN SENTRY LINDEN	TILLIA AMERICANA 'McKSENTRY'	2.5" CAL.	35' x 30'	B&B	MODERATE
13	BO	BUR OAK	QUERCUS MACROCARPA	2.5" CAL.	55' x 45'	B&B	LOW
16	CH	COMMON HACKBERRY	CELTIS OCCIDENTALIS	2.5" CAL.	55' x 45'	B&B	LOW
6	CHO	CHINKOPAN OAK	QUERCUS MUEHLENBERGII	2.5" CAL.	50' x 35'	B&B	MODERATE
13	CO	CHINKAPIN OAK	QUERCUS MUEHLENBERGII	2.5" CAL.	55' x 45'	B&B	LOW
22	EF	FRONTIER ELM	ULMUS 'FRONTIER'	2.5" CAL.	50' x 35'	B&B	MODERATE
9	CSO	CRIMSON SPIRE OAK	QUERCUS CRIMSON SPIRE	2.5" CAL.	35' x 12'	B&B	LOW
44	EO	ENGLISH OAK	QUERCUS ROBUR	2.5" CAL.	50' x 35'	B&B	MODERATE
72	EO*	ENGLISH OAK	QUERCUS ROBUR	3" CAL.	50' x 35'	B&B	MODERATE
8	ET	TRIUMPH ELM	ULMUS 'MORTON GLOSSY'	2.5" CAL.	50' X 45'	B&B	MODERATE
33	FE	FRONTIER ELM	ULMUS 'FRONTIER'	2.5" CAL.	50' x 35'	B&B	MODERATE
11	FM	FAIRVIEW MAPLE	ACER X PLATANOIDES 'FAIRVIEW'	2.5" CAL.	45' X	B&B	MODERATE
22	GL	GREENSPIRE LINDEN	TILIA CORDATA GREENSPIRE	2.5" CAL.	35' x 30'	B&B	MODERATE
8	IH	IMPERIAL HONELOCUST	GLEDITSIA TRIACANTHOS INERMIS	2.5" CAL.	35' x 30'	B&B	LOW
61	KC	KENTUCKY COFFEETREE	GYMNOCLADUS DIOICUS	2.5" CAL.	55' x 45'	B&B	LOW
62	LLC	LANCELEAF COTTONWOOD	POPULUS X ACUMINATA	2.5" CAL.	50' x 35'	B&B	MODERATE
65	RPO	REGAL PRINCE OAK	QUERCUS ROBUR X BICOLOR 'LANG'	2.5" CAL.	45' x 18'	B&B	LOW
30	NRO	NORTHERN RED OAK	QUERCUS RUBRA	2.5" CAL.	50' x 35'	B&B	LOW
35	NSM	NORWEGIAN SUNSET MAPLE	ACER PLATANOIDES 'NORWEGIAN SUNSET'	2.5" CAL.	35' x 30'	B&B	MODERATE
7	OB	OHIO BUCKEYE	AESCULUS GLABRA	2.5" CAL.	30' x 30'	B&B	MODERATE
25	PC	PLAINS COTTONWOOD	PLAINS COTTONWOOD	2.5" CAL.	70' x 40'	B&B	LOW
3	RL	REDMOND LINDEN	TILIA AMERICANA 'REDMOND'	2.5" CAL.	45' x 35'	B&B	MODERATE
6	SCO	SCARLET OAK	QUERCUS COCCINEA	2.5" CAL.	50' x 35'	B&B	MODERATE
6	SH	SHADEMASTER HONEYLOCUST	TRIACANTHOS INERMIS SHADEMASTER	2.5" CAL.	35' x 30'	B&B	LOW
42	SKH	SKYLINE HONEYLOCUST	TRIACANTHOS INERMIS SKYLINE	2.5" CAL.	35' x 30'	B&B	LOW
42	WC	WESTERN CATALPA	CATALPA SPECIOSA	2.5" CAL.	50' x 40'	B&B	MODERATE
ORNAMENTAL TREES							
52	ABS	AUTUMN BRILLIANCE SERVICEBERRY	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	2" CAL.	15' x 15'	B&B	MODERATE
82	BTM	BIGTOOTH MAPLE	ACER GRANDIDENTATUM	2" CAL.	20' x 15'	B&B	LOW
12	CBA	CORALBURST CRABAPPLE	MALUS CORALCOLE	2" CAL.	10' x 12'	B&B	MODERATE
21	CP	CHANTICLEER PEAR	PYRUS CALLERYANA	2" CAL.	20' x 15'	B&B	LOW
69	CP*	CHANTICLEER PEAR	PYRUS CALLERYANA	3" CAL.	20' x 15'	B&B	LOW
9	CSO	CRIMSON SPIRE OAK	QUERCUS CRIMSON SPIRE	2" CAL.	35' x 12'	B&B	LOW
46	CSO*	CRIMSON SPIRE OAK	QUERCUS CRIMSON SPIRE	3" CAL.	35' x 12'	B&B	LOW
79	FAM	FLAME AMUR MAPLE	ACER GINNALA 'FLAME'	2" CAL.	18' x 18'	B&B	LOW
10	GRT	GOLDEN RAINTREE	KOELREUTERIA PANICULATA	2" CAL.	25' x 25'	B&B	LOW
95	HWM	HOT WINGS MAPLE	ACER TATARICUM 'GARANN'	2" CAL.	20' x 20'	B&B	LOW
171	NCC	NATIVE CHOKEBERRY	PRUNUS VIRGINIANA MELANOCARPA	2" CAL	14' X 10'	B&B	MODERATE
3	PGP	PRAIRIE GEM PEAR	PYRUS SEERIENSIS 'MORDAK'	2" CAL.	20' x 15'	B&B	LOW
58	RH	RUSSIAN HAWTHORN	CRATAEGUS AMBIGUA	2" CAL.	20' x 20'	B&B	LOW
15	RMG	ROCKY MOUNTAIN GLOW MAPLE	ACER GRANDIDENTATUM 'SCHMIDT'	2" CAL.	20' x 15'	B&B	LOW
33	SSC	SPRING SNOW CRABAPPLE	MALUS SPRING SNOW	2" CAL.	15' x 15'	B&B	MODERATE
24	SSC*	SPRING SNOW CRABAPPLE	MALUS SPRING SNOW	3" CAL.	15' x 15'	B&B	MODERATE
20	WH	WASHINGTON HAWTHORN	CRATAEGUS PHAENOPYRUM	2" CAL.	20' x 18'	B&B	MODERATE
31	WKH	WINTER KING HAWTHORN	CRATAEGUS VIRIDIS 'WINTER KING'	2" CAL.	18' x 18'	B&B	MODERATE
EVERGREEN TREES							
28	AP	AUSTRIAN PINE	PINUS NIGRA	6'	50' x 35'	B&B	LOW
48	BP	BOSNIAN PINE	PINUS HELDREICHII	6'	20' x 12'	B&B	LOW
47	BP*	BOSNIAN PINE	PINUS HELDREICHII	8'	20' x 12'	B&B	LOW
4	BCP	BRISTLECONE PINE	PINUS ARISTA	6'	45' x 15'	B&B	MODERATE
146	CBS	COLORADO SPRUCE	PICEA PUNGENS	6'	10' x 35'	B&B	LOW
3	CBS	COLORADO SPRUCE	PICEA PUNGENS	10'	10' x 35'	B&B	LOW
14	CBS	COLORADO SPRUCE	PICEA PUNGENS	12'	10' x 35'	B&B	LOW
5	DF	DOUGLAS FIR	PSEUDOTSUGA MENZIESII	6'	40' x 25'	B&B	MODERATE
139	PNP	PINION PINE	PINUS EDULUS	6'	40' x 25'	B&B	MODERATE
173	PP	PONDEROSA PINE	PINUS PONDEROSA	6'	10' x 35'	B&B	LOW
40	PP*	PONDEROSA PINE	PINUS PONDEROSA	12'	10' x 35'	B&B	LOW
48	PP*	PONDEROSA PINE	PINUS PONDEROSA	10'	10' x 35'	B&B	LOW
50	PP*	PONDEROSA PINE	PINUS PONDEROSA	8'	10' x 35'	B&B	LOW
1	SWP	SOUTHWESTERN WHITE PINE	PINUS STROMBIFORMIS	6'	40' x 25'	B&B	MODERATE
26	VPP	VANDERWOLF'S PYRAMID PINE	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	6'	40' x 25'	B&B	MODERATE
1	WBJ	WICHITA BLUE JUNIPER	JUNIPERUS SCOPULORUM 'WICHITA BLUE'	6'	20' X 5'	B&B	MODERATE
3	WF	WHITE FIR	ABIES CONCOLOR	6'	40' x 25'	B&B	MODERATE

QUANTITY	SYMBOL	COMMON NAME	LATIN NAME	MATURE SIZE (HxW)	CONTAINER	WATER USE
SHRUBS						
10	APL	APACHE PLUME	FALLUGIA PARADOXA	5' x 5'	5 GALLON	LOW
71	CAJ	COMPACT ANDORRA JUNIPER	JUNIPER 'ADORRA COMPACTA'	1.5' x 4.5'	5 GALLON	MODERATE
14	CPL	COMMON PURPLE LILAC	SYRINGA VULGARIS	15' x 10'	5 GALLON	MODERATE
13	CWL	COMMON WHITE LILAC	SYRINGA VULGARIS ALBA	15' x 10'	5 GALLON	MODERATE
18	GO	GAMBEL OAK	QUERCUS GAMBELII	14' X 9'	5 GALLON	MODERATE
198	MOM	MOUNTAIN MAHOGANY	CERCOCARPUS MONTANUS	10' x 9'	5 GALLON	MODERATE
48	NN	NATIVE NINEBARK	PHYSOCARPUS MONOGYNUS	3' x 3'	5 GALLON	LOW
140	NPR	NATIVE PINK ROSE	ROSA WOODSII	4.5' x 4.5'	5 GALLON	MODERATE
152	RSR	ROCK SPIREA	HOLODISCUS DUMOSUS	5' x 5'	5 GALLON	LOW
140	SS	SASKATOON SERVICEBERRY	AMERLANCHIER ALNIFOLIA	5' x 5'	5 GALLON	MODERATE
58	SSB	SAND SAGEBRUSH	ARTEMISIA FILIFOLIA	3.5' X 3.5'	5 GALLON	MODERATE
47	TLS	THREE LEAF SUMAC	RHUS TRILOBATA	5' x 5'	5 GALLON	VERY LOW
12	TMM	TRUELEAF MOUNTAIN MAHOGANY	CERCOCARPUS MONTANUS	6' x 6'	5 GALLON	VERY LOW
259	TWS	TALL WESTERN SAGEBRUSH	ARTEMISIA TRIDENTATA	8' X 8'	5 GALLON	VERY LOW
300	WSC	WESTERN SAND CHERRY	PRUNUS BESSEYI	5' X 5'	5 GALLON	LOW

HOME OWNER'S STREET TREES

QUANTITY	SYMBOL	COMMON NAME	LATIN NAME	SIZE	MATURE SIZE (HxW)	CONTAINER	WATER USE
HOMEOWNER STREET TREES							
33	AE	ACCOLADE ELM	ULMUS 'MORTON' ACCOLADE	2.5" CAL.	50' X 35'	B&B	MODERATE
21	AGG	AUTUMN GOLD GINKO	GINKO BILOBA 'AUTUMN GOLD'	2.5" CAL.	30' X 45'	B&B	MODERATE
53	ASL	AMERICAN SENTRY LINDEN	TILLIA AMERICANA 'McKSENTRY'	2.5" CAL.	35' x 30'	B&B	MODERATE
45	BO	BUR OAK	QUERCUS MACROCARPA	2.5" CAL.	55' x 45'	B&B	LOW
48	CO	CHINKAPIN OAK	QUERCUS MUEHLENBERGII	2.5" CAL.	55' x 45'	B&B	LOW
53	EF	FRONTIER ELM	ULMUS 'FRONTIER'	2.5" CAL.	30' x 20'	B&B	MODERATE
31	EO	ENGLISH OAK	QUERCUS ROBUR	2.5" CAL.	50' x 35'	B&B	MODERATE
45	ET	TRIUMPH ELM	ULMUS 'MORTON GLOSSY'	2.5" CAL.	50' X 45'	B&B	MODERATE
29	FM	FAIRVIEW MAPLE	ACER X PLATANOIDES 'FAIRVIEW'	2.5" CAL.	45' X	B&B	MODERATE
69	IH	IMPERIAL HONELOCUST	GLEDITSIA TRIACANTHOS INERMIS	2.5" CAL.	35' x 30'	B&B	LOW
52	NRO	NORTHERN RED OAK	QUERCUS RUBRA	2.5" CAL.	50' x 35'	B&B	LOW
86	PH	PYRAMIDAL EUROPEAN HORNBEAM	CARPUS BETULUS 'FASTIGIATA'	2.5" CAL.	35' X 30'	B&B	MODERATE
67	RL	REDMOND LINDEN	TILIA AMERICANA 'REDMOND'	2.5" CAL.	45' X 35'	B&B	MODERATE
76	NSM	NORWEGIAN SUNSET MAPLE	ACER TRUNCATUM X A. PLATANOIDES KEITHSFORM	2.5" CAL.	35' x 25'	B&B	MODERATE
1	RPO	REGAL PRINCE OAK	QUERCUS ROBUR X BICOLOR 'LANG'	2.5" CAL.	45' X 18'	B&B	LOW
42	SCO	SCARLET OAK	QUERCUS COCCINEA	2.5" CAL.	50' X 35'	B&B	MODERATE
55	SKH	SKYLINE HONELOCUST	GLEDITSIA TRIACANTHOS SKYLINE	2.5" CAL.	50' X 35'	B&B	MODERATE
42	WC	WESTERN CATALPA	CATALPA SPECIOSA	2.5" CAL.	50' x 40'	B&B	MODERATE

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/02/2019
4		
5		

LOOKING GLASS FILING NO. 2-7 OVERALL
PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN
(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

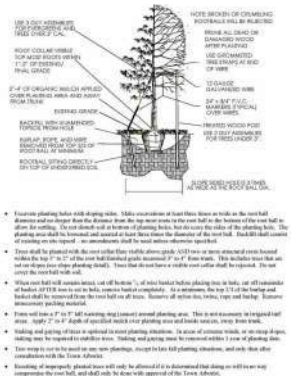
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

PLANT LIST

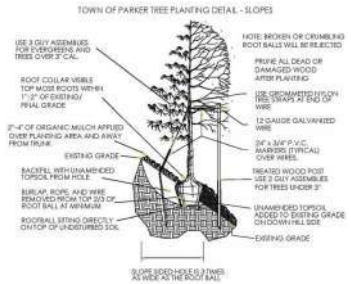
L1.8



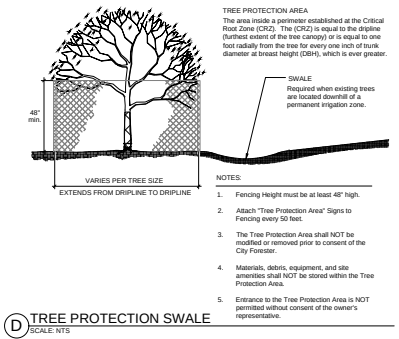
- Excavate planting holes with sloping sides. Make excavations at least three times as wide as the root ball diameter and no deeper than the distance from the top most roots to the root ball to the bottom of the root ball to allow for settling. Do not disturb soil at bottom of planting holes, but do score the sides of the planting hole. The planting area shall be loosened and aerated at least three times the diameter of the root ball. Backfill shall consist of existing on site topsoil - no amendments shall be used unless otherwise specified.
- Trees shall be planted with the root collar flare visible above grade AND two or more structural roots located within the top 1" to 2" of the root ball finished grade measured 3" to 4" from trunk. This includes trees that are not on slopes (see slope planting detail). Trees that do not have a visible root collar shall be rejected. Do not cover the root ball with soil.
- When root ball will contain loose, cut off bottom ½, of wire basket before placing tree in hole, cut off remainder of basket AFTER tree is set in hole, remove basket completely. As a minimum, the top 1/3 of the burlap and basket shall be removed from the root ball on all trees. Remove all nylon ties, twine, rope and burlap. Remove nonbiodegradable packing material.
- Trees will rest at 3" to 5" MD watering ring (saucer) around planting area. This is not necessary in irrigated turf areas. Apply 2" to 4" depth of specified mulch over planting area and inside saucer, away from trunk.
- Staking and guying of trees is optional in most planting situations. In areas of extreme winds, or on steep slopes, staking may be required to stabilize trees. Staking and guying must be removed within 1 year of planting date.
- Tree wrap is not to be used on any new plantings, except in late fall planting situations, and only then after consultation with the Town Arborist.
- Reseeding of inappropriately planted trees will only be allowed if it is determined that doing so will in no way compromise the root ball, and shall only be done with approval of the Town Arborist.

A TOWN OF PARKER- PLANTING STANDARDS
NOT TO SCALE

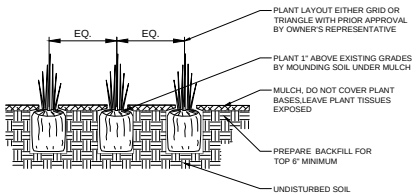
B SHRUB PLANTING
NOT TO SCALE



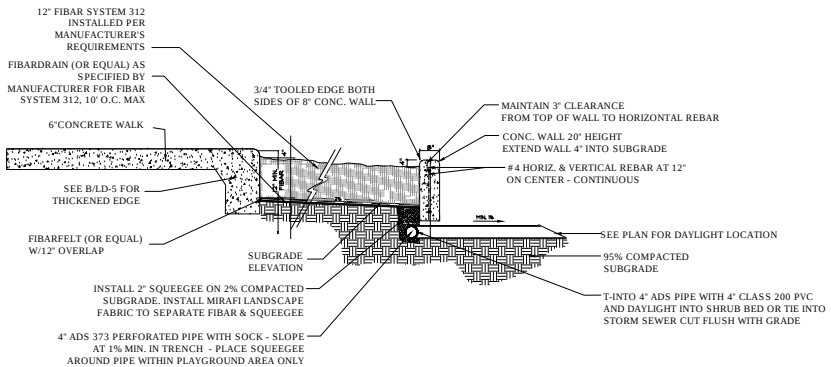
C TOWN OF PARKER- TREE PLANTING ON SLOPES
NOT TO SCALE



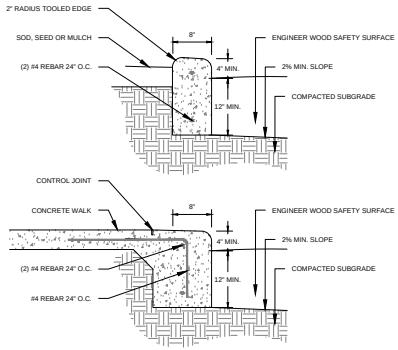
D TREE PROTECTION SWALE
SCALE: NTS



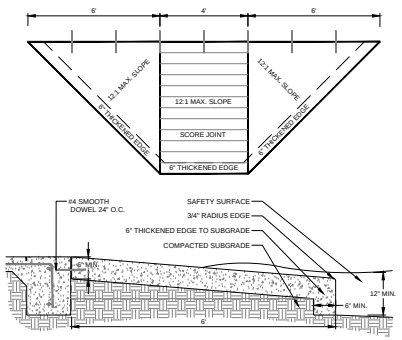
E PERENNIAL PLANTING
NOT TO SCALE



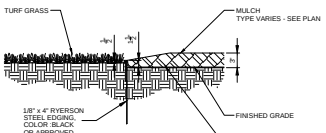
F PLAYGROUND CURB & DRAIN DETAIL
NOT TO SCALE



G PLAYGROUND CURB
NOT TO SCALE

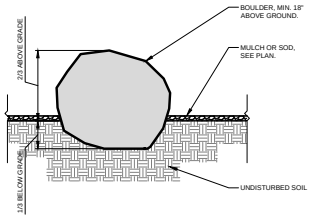


H PLAYGROUND RAMP
SCALE: 3/4"=1'-0"

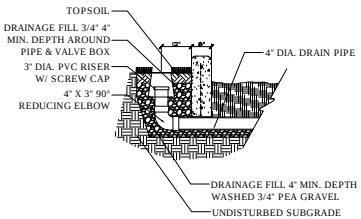


NOTES:
1. FINISHED GRADE FOR SOD TO BE 1/2" BELOW TOP OF EDGING.
2. FINISHED GRADE FOR MULCH TO BE 1 1/2" BELOW TOP OF EDGING.
3. TAMPER MULCH AT EDGING SO THAT IT DOES NOT SPILL INTO TURF.

I LANDSCAPE EDGER
SCALE: 1"=1'-0"



J BOULDER IN LANDSCAPE AREA
SCALE: NTS



K DRAIN CLEANOUT
NOT TO SCALE

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/02/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL
PARKER, COLORADO
SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN
(NOT FOR CONSTRUCTION)

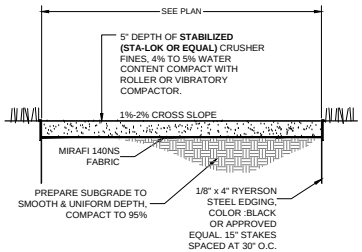
Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

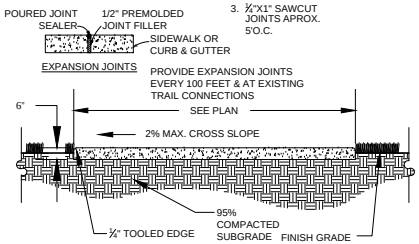
DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

SITE DETAILS
L1.9

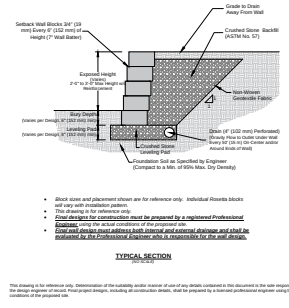


A CRUSHER FINES PATH
SCALE: 1"=1'-0"

NOTES:
1. 6" DEPTH 4,500 PSI CONCRETE WITH A LIGHT BROOM FINISH, FIBERMESH REINFORCED. CONCRETE THICKNESS TO BE DETERMINED BY CIVIL ENGINEER.
2. CONSTRUCTION JOINTS SHALL BE LOCATED 8' O.C. MIN. AND EXPANSION JOINTS SHALL BE PLACED EVERY 100 L.F. MAX.
3. ¼"X1" SAWCUT JOINTS APROX. 5'O.C.



B CONCRETE PAVING
NOT TO SCALE

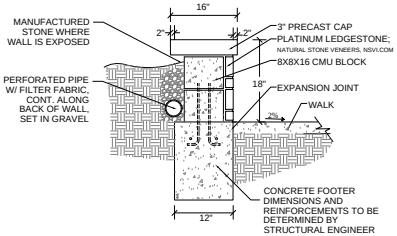


- *Block sizes and placement shown are for reference only. Individual Rosetta blocks will vary with installation pattern.*
- *This drawing is for reference only.*
- ***Final designs for construction must be prepared by a registered Professional Engineer*** *using the actual conditions of the proposed site.*
- ***Final wall design must address both internal and external drainage and shall be evaluated by the Professional Engineer who is responsible for the wall design.***

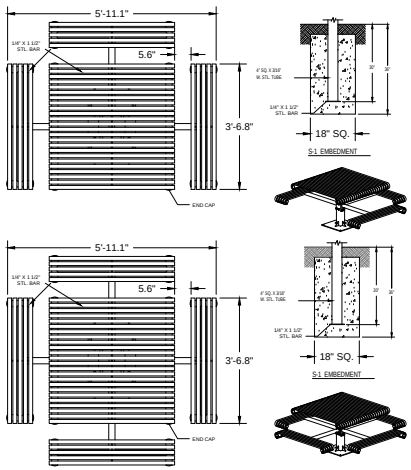
TYPICAL SECTION
(NOT SCALE)

This drawing is for reference only. Determination of the suitability and/or manner of use of any details contained in this document is the sole responsibility of the design engineer of record. Final project designs, including all construction details, shall be prepared by a licensed professional engineer using the actual conditions of the proposed site.

C NON-REINFORCED (GRAVITY) KODAH WALL SECTION
MANUFACTURER: Rosetta Hardscapes, LLC. SCALE: NTS
TYPE: Kodah Gravity Cross Section
COLOR: BUFF

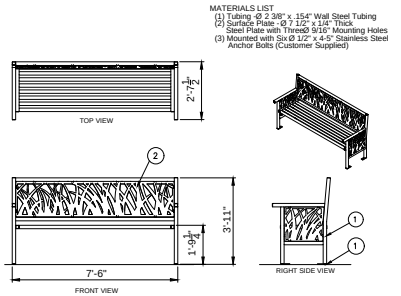


D SEAT WALL/ TREE PLANTER
SCALE: 1"=1'-0"

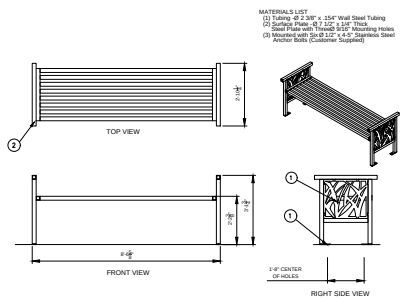


NOTES:
1. ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED / POLYESTER POWDER COATING.
2. 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED FOR OPTIONS S-2 AND S-4.
3. INSTALL TABLE PER MANUFACTURERS SPECIFICATIONS.
4. CONTACT: DUMOR, INC. 1-800-598-4018 DUMOR.COM

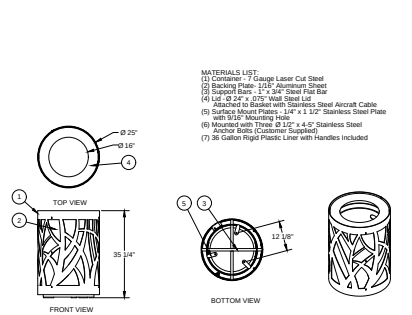
E PICNIC TABLE
MANUFACTURER: DuMor, INC. SCALE: NTS
TYPE: Table 448-44, S-1 (Embedment), Table 448-43 (ADA), S-1
COLOR: Bronze, Powder Coat



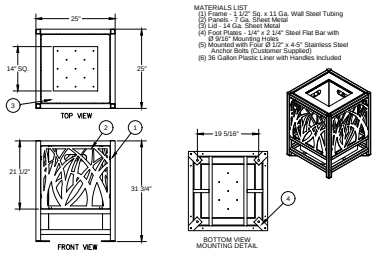
F BENCH, TYPE 1
MANUFACTURER: SiteScapes, INC. SCALE: NTS
TYPE: TallGrass; TG1-1000-PF
COLOR: Bronze, Powder Coat



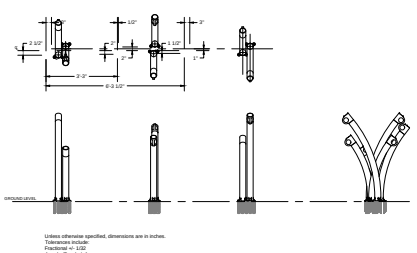
G BENCH, TYPE 2
MANUFACTURER: SiteScapes, INC. SCALE: NTS
TYPE: TallGrass; TG2-1100-PF
COLOR: Bronze, Powder Coat



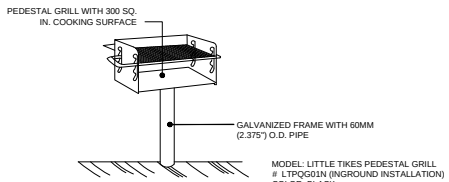
H TRASH RECEPTACLE, TYPE 1
MANUFACTURER: SiteScapes, INC. SCALE: NTS
TYPE: TallGrass; TG2-3000-PF
COLOR: Bronze, Powder Coat



I TRASH RECEPTACLE, TYPE 2
MANUFACTURER: SiteScapes, INC. SCALE: NTS
TYPE: Tallgrass; TG2-2000-PF
COLOR: Bronze, Powder Coat



J BIKE RACK
MANUFACTURER: Forms + Surfaces SCALE: NTS
TYPE: Bike Garden Bike Rack, Surface Mounted, Configuration A
COLOR: Light Corten Texture, Powder Coat



K COMMUNITY BBQ GRILL
SCALE: NTS

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

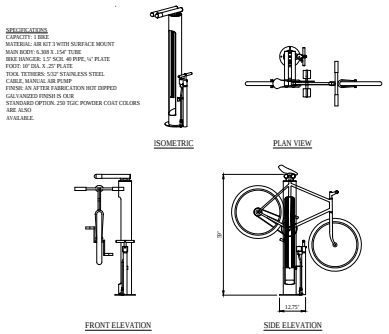
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

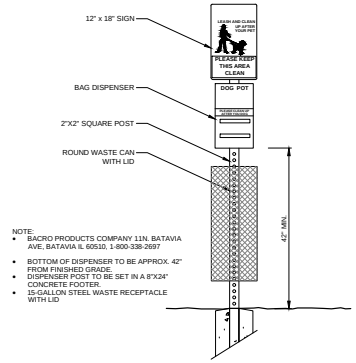
DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

SITE DETAILS

L1.10

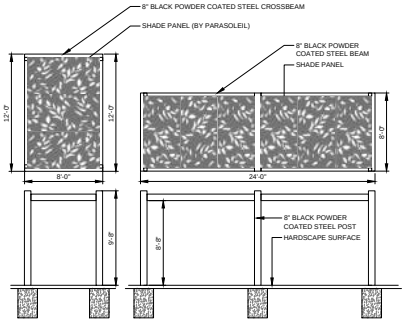


A BIKE FIX-IT STATION
MANUFACTURER: Dero, A Playcore Company
TYPE: Air Kit 3
COLOR: Silver, Powder Coat
SCALE: NTS



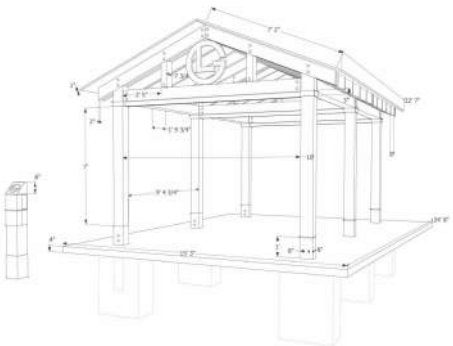
NOTE:
- BACRO PRODUCTS COMPANY 11N. BATAVIA AVE. BATAVIA IL 60510, 1-800-338-2697
- BOTTOM OF DISPENSER TO BE APPROX. 42" FROM FINISHED GRADE.
- DISPENSER POST TO BE SET IN A 8"X24" CONCRETE FOOTER.
- 15-GALLON STEEL WASTE RECEPTACLE WITH LID

B DOG STATION
MANUFACTURER: Barco Products
TYPE: Header Bag System + Receptacle + Post + Sign, 03CB1765
COLOR: Green
SCALE: NTS

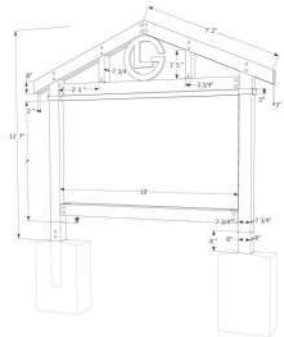


NOTES:
- DETAIL IS CONCEPTUAL AND SHOWN FOR DESIGN INTENT ONLY.
- CONTRACTOR TO SUBMIT SHOP DRAWINGS INCLUDING STRUCTURAL ENGINEERING FOR CONNECTIONS AND FOOTINGS.

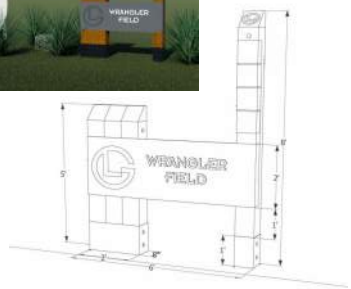
C SHADE TRELLIS
SCALE: 3/16"=1'-0"



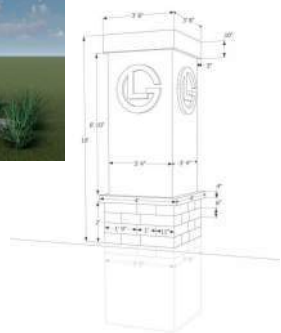
D SHELTER
NOTE: Stained lumber, refer to Looking Glass Master Signage Program for details regarding material and color.
SCALE: NTS



E TRAIL INFORMATION KIOSK
NOTE: Stained lumber, refer to Looking Glass Master Signage Program for details regarding material and color.
SCALE: NTS



F PARK IDENTITY SIGN
SCALE: NTS

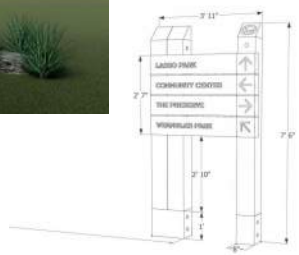


G NEIGHBORHOOD ENTRY MONUMENT
SCALE: NTS

	MATERIAL	SIZE	COLOR	NOTES
①	logo / symbol: powder coated metal	5" high 6" deep	cotton wash- aged steel look	shop drawings by sign contractor / engineer
②	logo / letters: powder coated metal	15" high 6" deep	white semi-gloss	shop drawings by sign contractor / engineer
③	location / letters: powder coated metal	6" high 1" deep	matte gray	shop drawings by sign contractor / engineer
④	cap: precast concrete	3" high 14" deep	light gray	1" overhang, typical
⑤	wall type 1: backlit by municipality wall	varies	charcoal gray	block size 8"h x 11"w x length varies
⑥	wall type 2: veneer over cmu	varies	light gray	owner approved veneer

NOTES:
Ⓐ footer design by structural engineer or contractor shop drawings.
Ⓑ logo construction detail and connection by contractor shop drawings.
Ⓒ

H PRIMARY ENTRY MONUMENT
SCALE: NTS



I TRAIL IDENTITY SIGN
SCALE: NTS

NOTE:
SIGNAGE IS NOT REVIEWED OR APPROVED AS A PART OF THIS PROCESS. SIGNAGE SHALL BE APPROVED DURING A SEPARATE PROCESS.

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/08/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/14/2019
3	SKETCH PLAN- 3rd SUBMITTAL	10/22/2019
4		

LOOKING GLASS FILING NO. 2-7 OVERALL
PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN
(NOT FOR CONSTRUCTION)

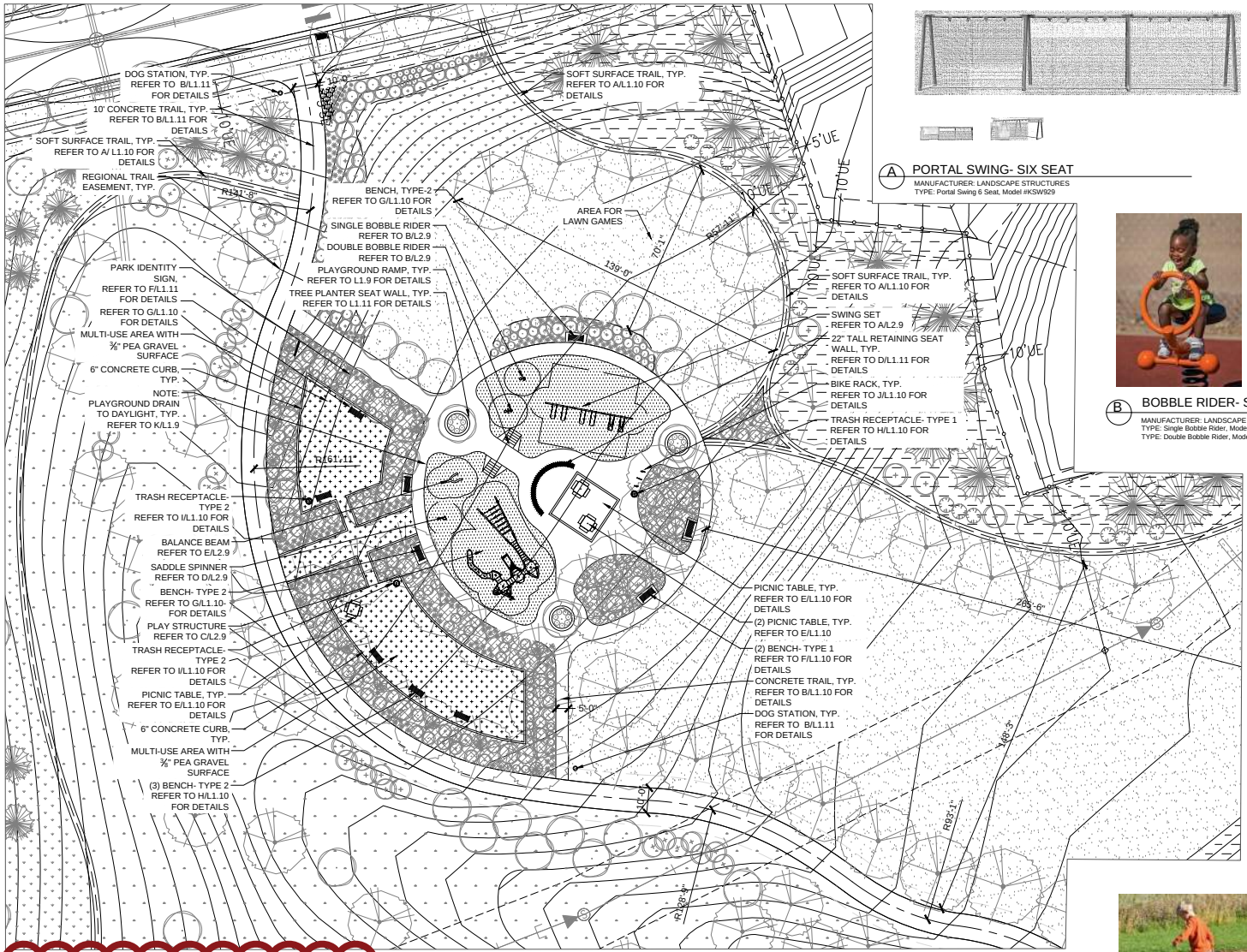
Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-08
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

SITE DETAILS
L1.11



FILING NO. 2, TRACT D- HARDSCAPE PLAN

SCALE: 1" = 20'-0"

NORTH

0' 20' 40' 60'

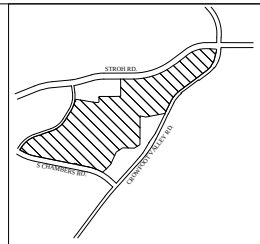
SCALE 1"= 20'

LEGEND

SHADE TREE	SHRUB	SOD	SHRUB BED W/ 1/2" RIVER ROCK MULCH	BOULDERS	SIGHT DISTANCE TRIANGLE
ORNAMENTAL TREE	ORNAMENTAL GRASS	NATIVE SEED	⅜" PEA GRAVEL	CRUSHER FINES TRAIL	RIGHT-OF -WAY
EVERGREEN TREE	LANDSCAPE EDGER	SAFETY PLAY SURFACING	2"-4" COBBLE ROCK	OPEN RAIL FENCE	
				PRIVACY FENCE	

A PORTAL SWING- SIX SEAT

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Portal Swing 6 Seat, Model #KSW929



OVERALL FILING 2 KEY MAP

B BOBBLE RIDER- Single and Double

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Single Bobble Rider, Model # 164074
TYPE: Double Bobble Rider, Model # 164075

C PLAY STRUCTURE

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Austin Park, Model # PB/Evos/Weevos

D SADDLE SPINNER

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: SADDLE SPINNER, Model # 152179

E BALANCE BEAM

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Log Balance Beam, Model #173596

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 2

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

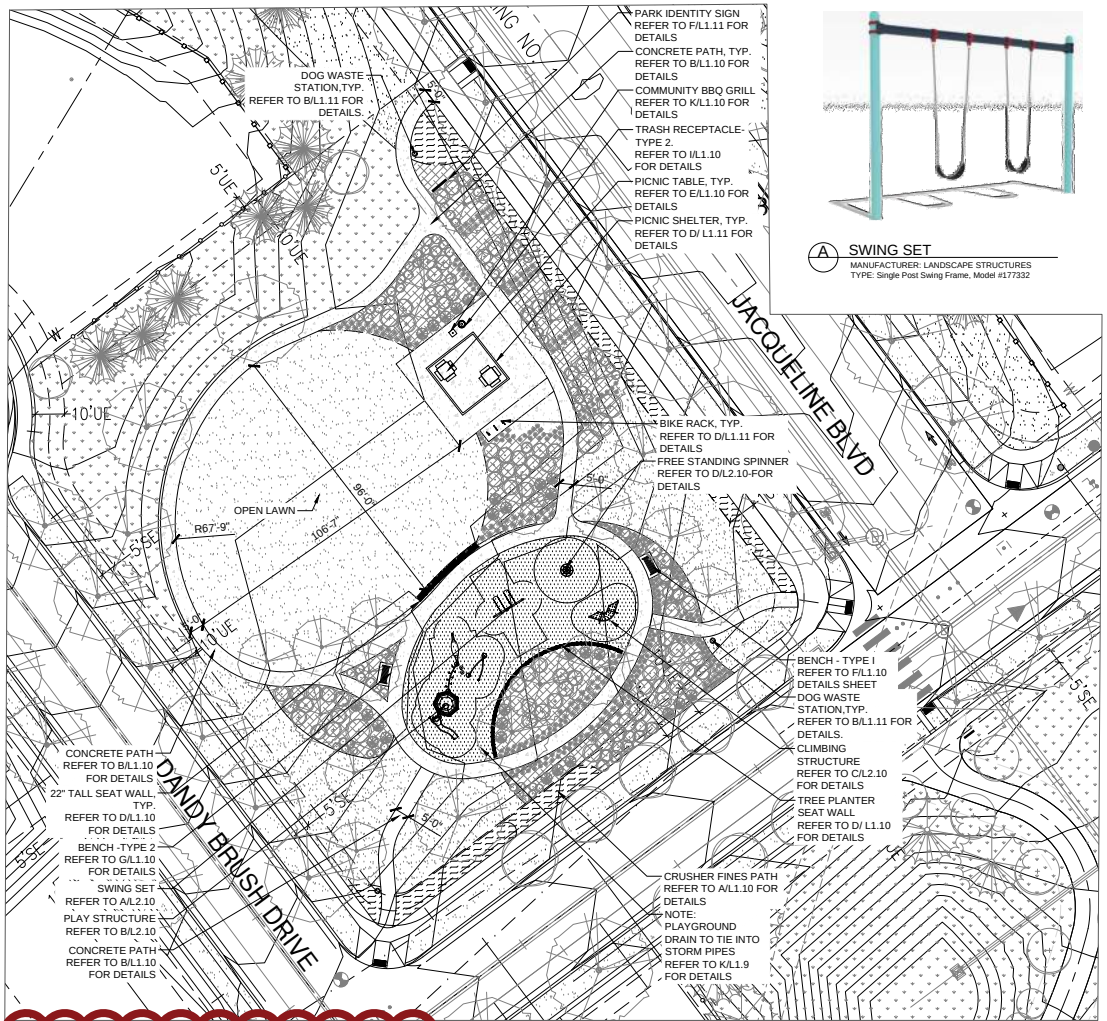
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE:	2019-05-03
JOB NO:	- 1242
DRAWN BY:	- SA/AK/CC
APPROVED:	- KH
CADD FILE:	HESS- L1, L2, L3

PARK LAYOUT

L2.9

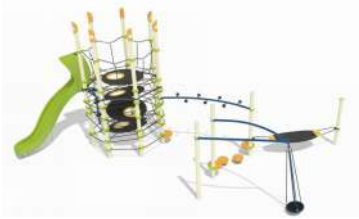


FILING NO. 2, TRACT F- HARDSCAPE PLAN
SCALE:1" = 20'-0"

NORTH

0' 20' 40' 60'
SCALE 1"= 20'

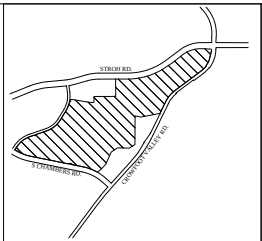
A SWING SET
MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Single Post Swing Frame, Model #177332



B PLAY STRUCTURE
MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Freestanding Play; PlayBooster Netplex 7-post structure

C CLIMBING STRUCTURE
MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Mobius Climber 3- Panel DB Only; Model # 150635

D FREESTANDING SPINNER
MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: TopsyTurny Spinner; Model # 205800



OVERALL FILING 2 KEY MAP

LEGEND

SHADE TREE	SHRUB	SOD	SHRUB BED W/ 1/2" RIVER ROCK MULCH	BOULDERS	SIGHT DISTANCE TRIANGLE
ORNAMENTAL TREE	ORNAMENTAL GRASS	NATIVE SEED	⅜" PEA GRAVEL	CRUSHER FINES TRAIL	RIGHT-OF -WAY
EVERGREEN TREE	LANDSCAPE EDGER	SAFETY PLAY SURFACING	2"-4" COBBLE ROCK	OPEN RAIL FENCE	
				PRIVACY FENCE	

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 2

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

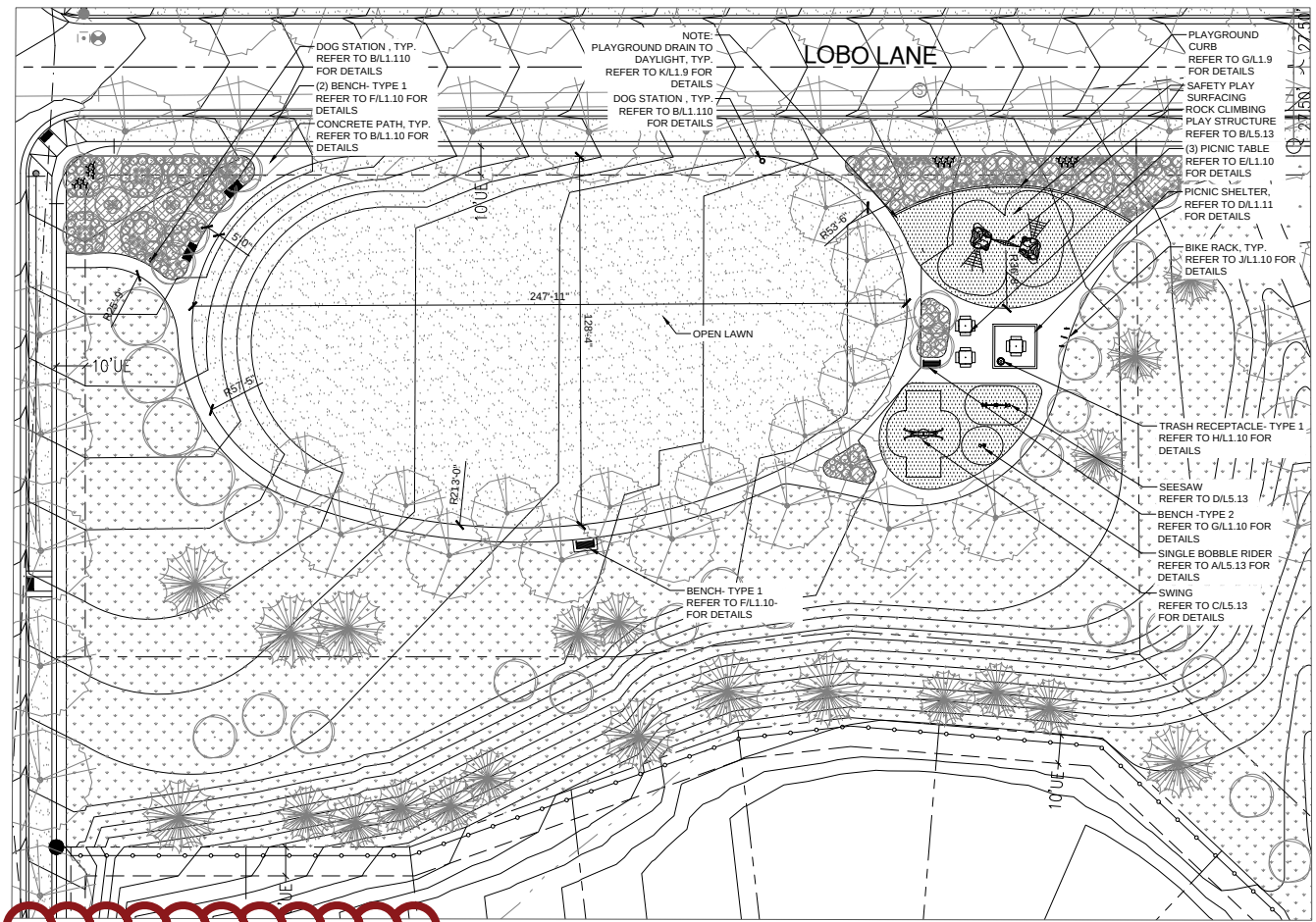
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-03
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

PARK LAYOUT

L2.10



FILING NO. 5, TRACT F- HARDSCAPE PLAN

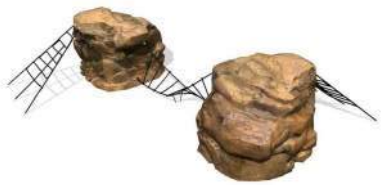
SCALE:1" = 20'-0"

LEGEND

SHADE TREE	SHRUB	SOD	SHRUB BED W/ 1/2" RIVER ROCK MULCH	BOULDERS	SIGHT DISTANCE TRIANGLE
ORNAMENTAL TREE	ORNAMENTAL GRASS	NATIVE SEED	⅜" PEA GRAVEL	CRUSHER FINES TRAIL	RIGHT-OF -WAY
EVERGREEN TREE	LANDSCAPE EDGER	SAFETY PLAY SURFACING	2"-4" COBBLE ROCK	OPEN RAIL FENCE	
				PRIVACY FENCE	

A SINGLE BOBBLE RIDER

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Single Bobble Spring Rider, Model # 164074



B ROCK CLIMBING PLAY STRUCTURE

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: AdventureScapes Design 6, Model #168369

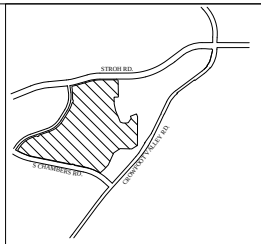
C SWING

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Oodle Swing, Model # 173592

D SEE-SAW- PLAYGROUND

MANUFACTURER: LANDSCAPE STRUCTURES
TYPE: Seesaw, 2- Seats, Model #148636

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.



OVERALL FILING 5 KEY MAP

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 5

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

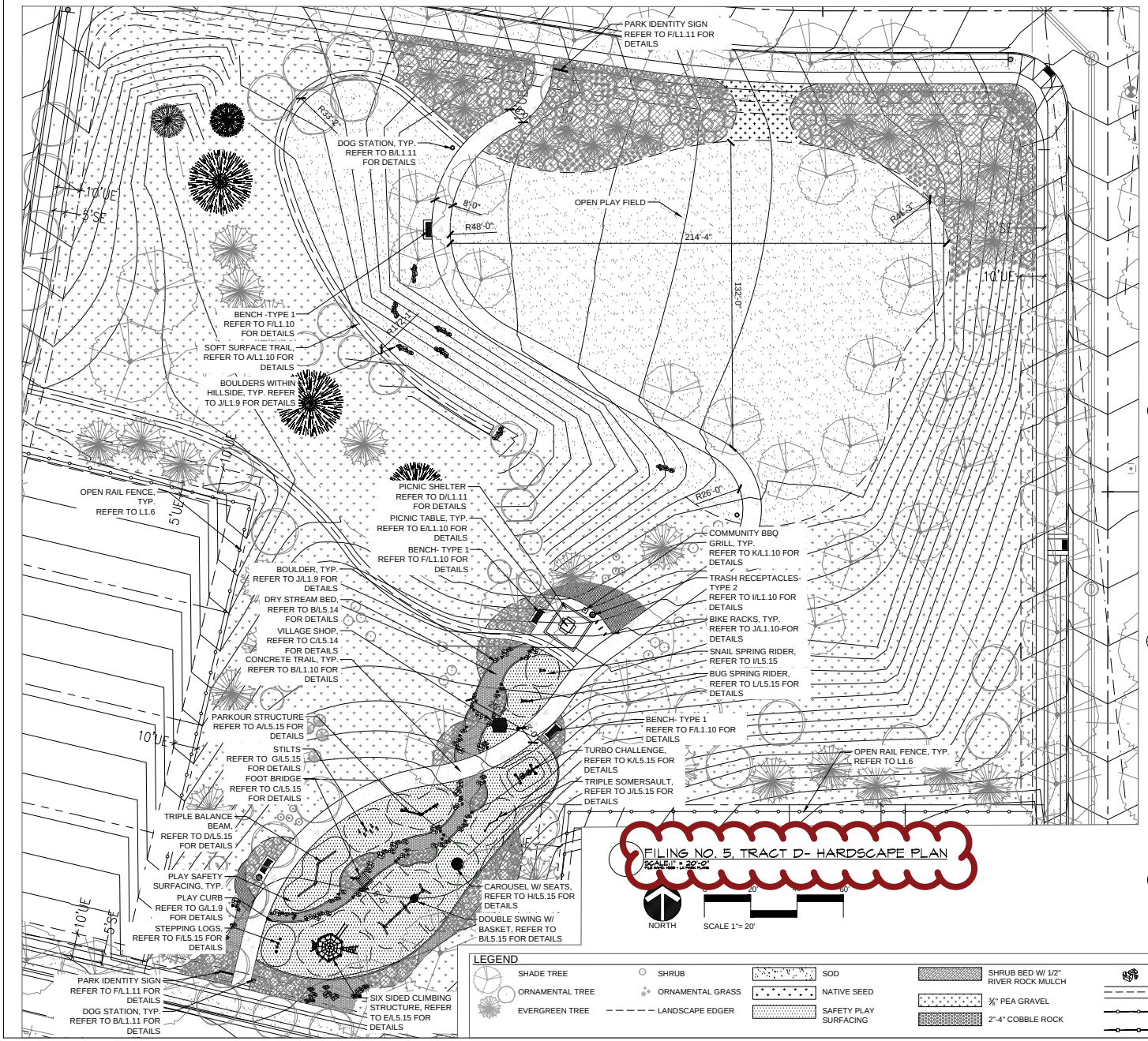
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

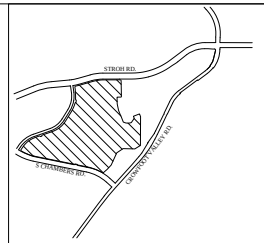
Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-03
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

PARK LAYOUT

L5.13





OVERALL FILING 5 KEY MAP

A PLAYGROUND CONCEPT
FOR EXHIBIT ONLY.

B DRY STREAM BED
FOR EXHIBIT ONLY.

C VILLAGE SHOP
MANUFACTURER: KOMPAN
TYPE: Robinia Village, Model # NRO404

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

LEGEND

SHADE TREE	SHRUB	SOD	SHRUB BED W/ 1/2" RIVER ROCK MULCH	BOULDERS	SIGHT DISTANCE TRIANGLE
ORNAMENTAL TREE	ORNAMENTAL GRASS	NATIVE SEED	¾" PEA GRAVEL	CRUSHER FINES TRAIL	RIGHT-OF -WAY
EVERGREEN TREE	LANDSCAPE EDGER	SAFETY PLAY SURFACING	2"-4" COBBLE ROCK	OPEN RAIL FENCE	
				PRIVACY FENCE	

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 5

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

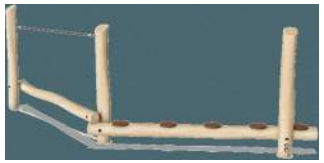
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-03
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

PARK LAYOUT

L5.14



A PARKOUR 001
MANUFACTURER: KOMPAN
TYPE: Robinia Balancing, Model # NRO856

B DOUBLE SWING W/ BASET
MANUFACTURER: KOMPAN
TYPE: Robinia Swings, Model # NRO912

C FOOT BRIDGE
LANDSCAPE CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL BY OWNER AND/OR OWNER'S REPRESENTATIVE

D TRIPLE BALANCE BEAM
MANUFACTURER: KOMPAN
TYPE: Robinia Balancing , Model # NRO889

E SIX SIDED CLIMBING STRUCTURE
MANUFACTURER: KOMPAN
TYPE: Robinia Climbing, Model # NRO816

F STEPPING LOGS
MANUFACTURE: KOMPAN
TYPE: Robinia Balancing, Model # NRO209

G STILTS
MANUFACTURER: KOMPAN
TYPE: Robinia Balancing, Model # NRO806

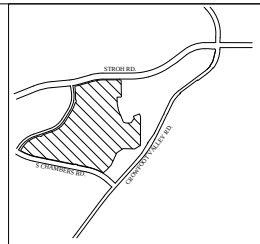
H CAROUSEL W/ SEATS
MANUFACTURER: KOMPAN
TYPE: Robinia Dynamics, Model # NRO120

I SNAIL SPRING RIDER
MANUFACTURE: KOMPAN
TYPE: Robinia Swingers, Model # NRO115

J TRIPLE SUMERSAULT
MANUFACTURER: KOMPAN
TYPE: Robinia Dynamics, Model # NRO809

K TURBO CHALLENGE
MANUFACTURER: KOMPAN
TYPE: Robinia Dynamics, Model # NRO884

L BUG SPRING RIDER
MANUFACTURE: KOMPAN
TYPE: Robinia Swingers, Model # NRO112



OVERALL FILING 5 KEY MAP

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 5

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

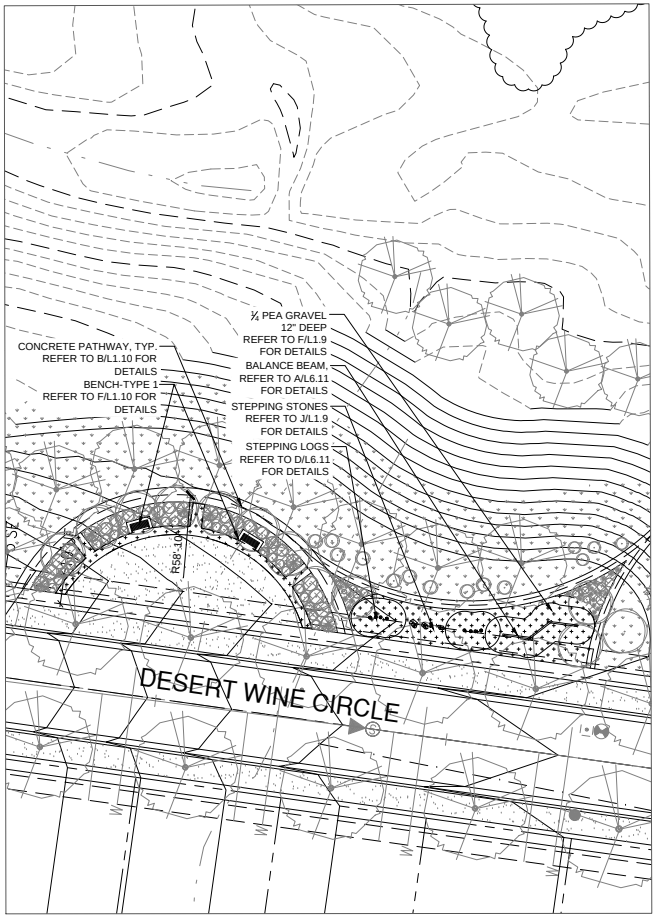
Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-03
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

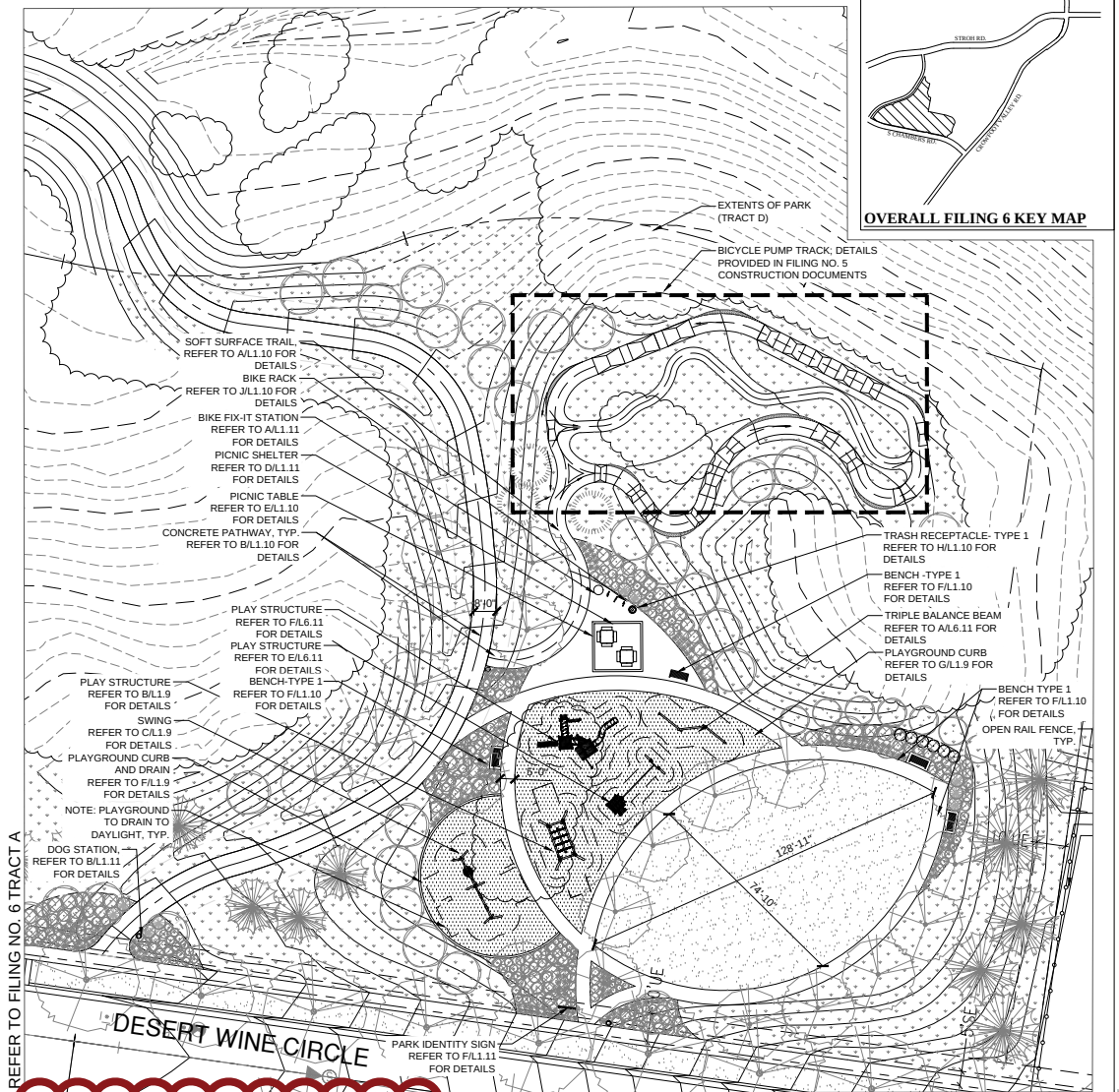
PARK LAYOUT

L5.15



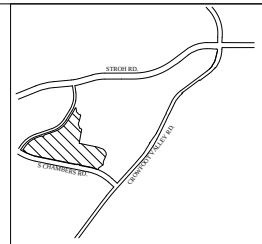
FILING NO. 6, TRACT A- HARDSCAPE PLAN

SCALE:1" = 20'-0"



FILING NO. 6, TRACT D- HARDSCAPE PLAN

SCALE:1" = 20'-0"



OVERALL FILING 6 KEY MAP

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 6

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

LEGEND

SHADE TREE
ORNAMENTAL TREE
EVERGREEN TREE
SHRUB
ORNAMENTAL GRASS
LANDSCAPE EDGER
SOD
NATIVE SEED
SAFETY PLAY SURFACING
SHRUB BED W/ 1/2" RIVER ROCK MULCH
⅜" PEA GRAVEL
2"-4" COBBLE ROCK
BOULDERS
CRUSHER FINES TRAIL
OPEN RAIL FENCE
PRIVACY FENCE
SIGHT DISTANCE TRIANGLE
RIGHT-OF -WAY

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

NORTH

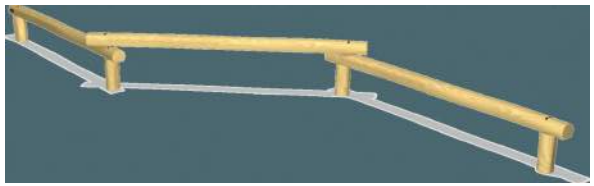
0' 20' 40' 60'

SCALE 1"= 20'

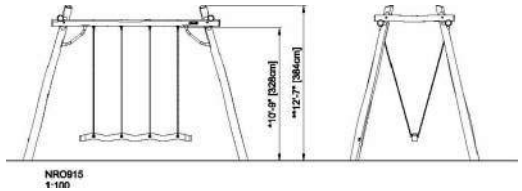
DATE: 2019-05-03
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

PARK LAYOUT

L6.10



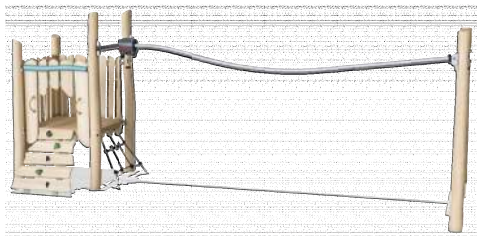
A TRIPLE BALANCE BEAM
MANUFACTURER: KOMPAN
TYPE:Triple Balance Beam, Model #NRO804



B PENDULUM SWING
MANUFACTURER: KOMPAN
TYPE: Robinia Swings, Model # NRO915

C SWING SET
MANUFACTURER: KOMPAN
TYPE: Robinia Swings, Model # NRO912

D STEPPING LOGS
MANUFACTURE: KOMPAN
TYPE: Robinia Balancing, Model # NRO209



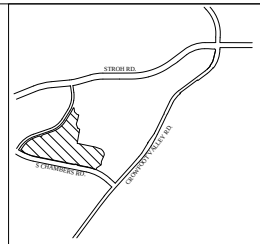
E PLAY STRUCTURE
MANUFACTURER: KOMPAN
TYPE:Track Ride Tower, Model #NRO1022

F PLAY STRUCTURE
MANUFACTURER: KOMPAN
TYPE:The Witch Tower ADA, Model #NRO2008

LEGEND

SHADE TREE	SHRUB	SOD	SHRUB BED W/ 1/2" RIVER ROCK MULCH	BOULDERS	SIGHT DISTANCE TRIANGLE
ORNAMENTAL TREE	ORNAMENTAL GRASS	NATIVE SEED	⅜" PEA GRAVEL	CRUSHER FINES TRAIL	RIGHT-OF -WAY
EVERGREEN TREE	LANDSCAPE EDGER	SAFETY PLAY SURFACING	2"-4" COBBLE ROCK	OPEN RAIL FENCE	
				PRIVACY FENCE	

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.



OVERALL FILING 6 KEY MAP

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 6

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

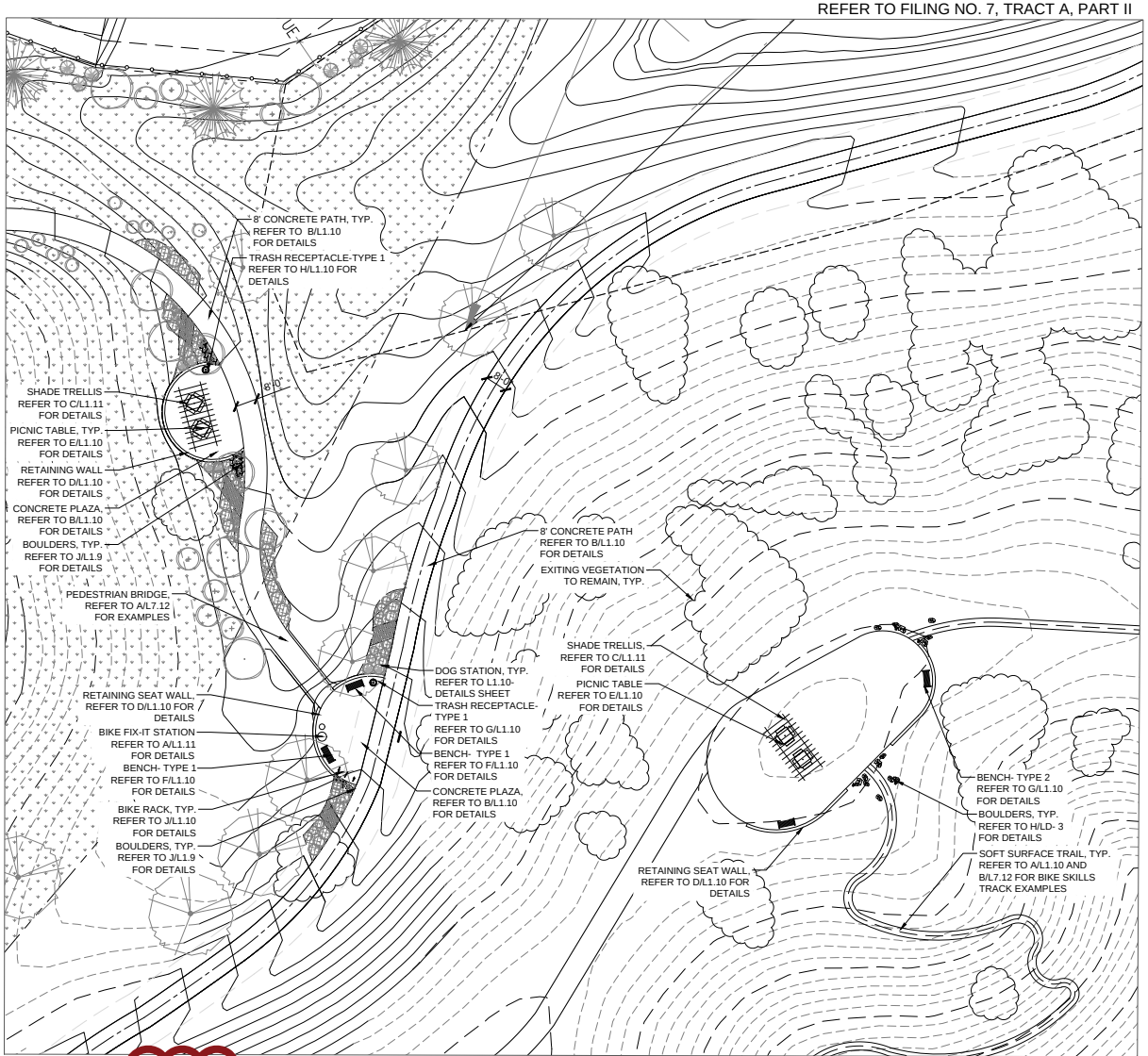
Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE: 2019-05-03
JOB NO: - 1242
DRAWN BY: - SA/AK/CC
APPROVED: - KH
CADD FILE: HESS- L1, L2, L3

PARK LAYOUT

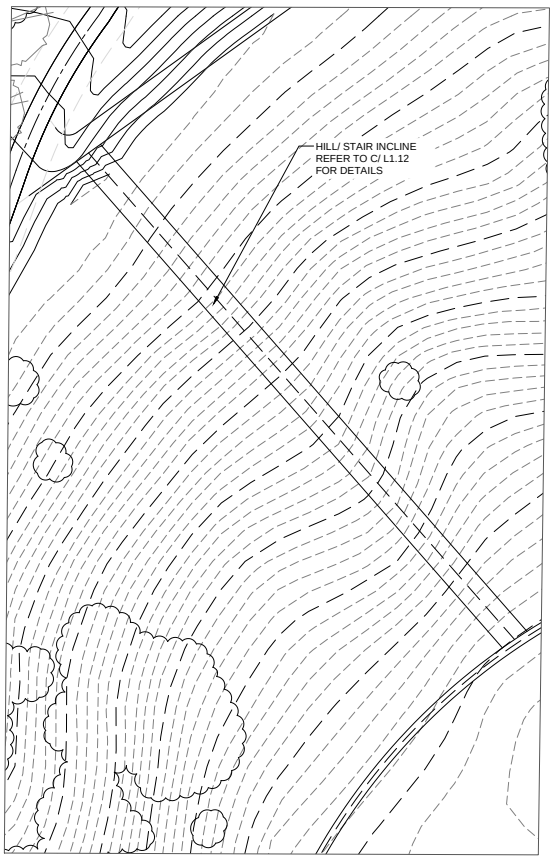
L6.11

REFER TO FILING NO. 7, TRACT A, PART II



REFER TO FILING NO. 7, TRACT A, PART 1

FILING NO. 7, TRACT F & TRACT A- HARDSCAPE PLAN
SCALE:1" = 20'-0"



FILING NO. 7, TRACT A, PART I- HARDSCAPE PLAN
SCALE:1" = 20'-0"

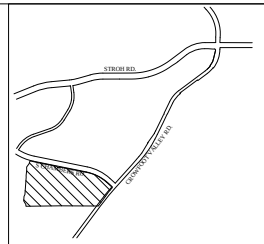
LEGEND

SHADE TREE	SHRUB	SOD	SHRUB BED W/ 1/2" RIVER ROCK MULCH	BOULDERS	SIGHT DISTANCE TRIANGLE
ORNAMENTAL TREE	ORNAMENTAL GRASS	NATIVE SEED	⅜" PEA GRAVEL	CRUSHER FINES TRAIL	RIGHT-OF -WAY
EVERGREEN TREE	LANDSCAPE EDGER	SAFETY PLAY SURFACING	2"-4" COBBLE ROCK	OPEN RAIL FENCE	
				PRIVACY FENCE	

NORTH

SCALE 1"= 20'

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.



OVERALL FILING 7 KEY MAP

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		

LOOKING GLASS FILING NO. 7

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

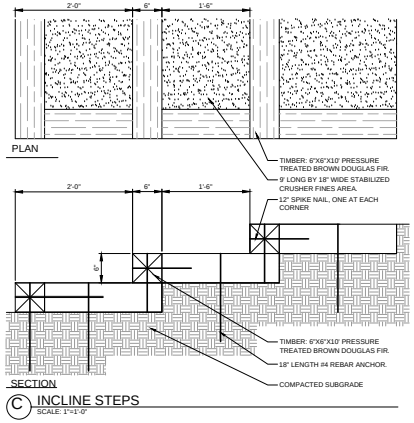
DATE:	2019-05-03
JOB NO:	- 1242
DRAWN BY:	- SA/AK/CC
APPROVED:	- KH
CADD FILE:	HESS- L1, L2, L3

PARK LAYOUT

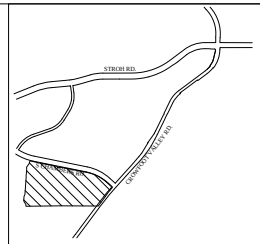
L7.11

A PEDESTRIAN BRIDGE EXAMPLES

B BICYCLE SKILLS TRACK

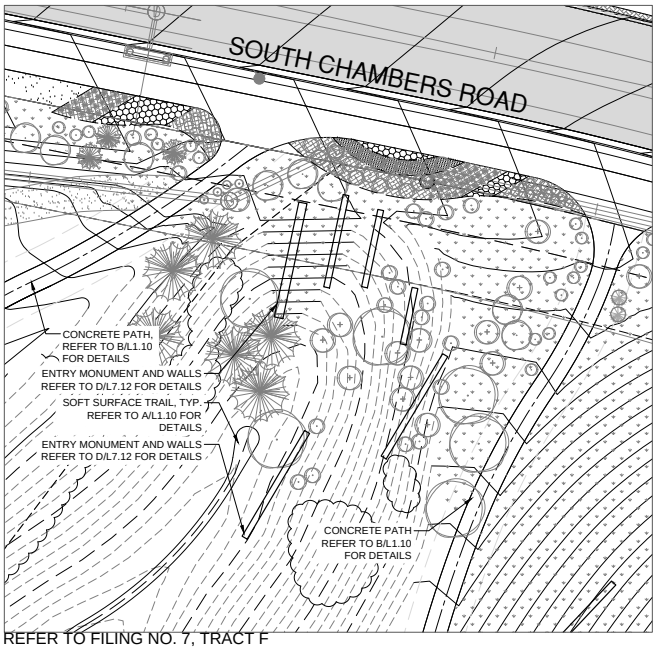


C INCLINE STEPS
SCALE: 1"=1'-0"



OVERALL FILING 7 KEY MAP

NO.	REVISION	DATE
1	SKETCH PLAN- 1ST SUBMITTAL	05/03/2019
2	SKETCH PLAN- 2nd SUBMITTAL	08/16/2019
3		
4		



REFER TO FILING NO. 7, TRACT F

SOUTH CHAMBERS ROAD ENTRY MONUMENT
SCALE: NTS
REFER TO H/L1.11 FOR MORE CONSTRUCTION DETAILS

FILING NO. 7, TRACT A, PART II- HARDSCAPE PLAN
SCALE:1" = 20'-0"

NORTH

0' 20' 40' 60'
SCALE 1"= 20'

LEGEND

SHADE TREE	SHRUB	SOD	SHRUB BED W/ 1/2" RIVER ROCK MULCH	BOULDERS	SIGHT DISTANCE TRIANGLE
ORNAMENTAL TREE	ORNAMENTAL GRASS	NATIVE SEED	⅜" PEA GRAVEL	CRUSHER FINES TRAIL	RIGHT-OF -WAY
EVERGREEN TREE	LANDSCAPE EDGER	SAFETY PLAY SURFACING	2"-4" COBBLE ROCK	OPEN RAIL FENCE	
				PRIVACY FENCE	

NOTE: DESIGNS AND DETAILS ARE CONCEPTUAL AND TO BE DETERMINED AT FINAL PLAT.

LOOKING GLASS FILING NO. 7

PARKER, COLORADO

SEGMENT 1 DEVELOPMENT SKETCH & PRELIMINARY PLAN

(NOT FOR CONSTRUCTION)

Owner/Developer
Front Range Communities
JEN Colorado 18, LLC
4100 E. Mississippi Ave., #500
Denver, CO 80246
303.748.5466

Civil Engineer
EMK Consultants
7006 S. Alton Way, Bldg. F
Centennial, CO 80112
303.694.1520

Planner / Landscape Architect
The Henry Design Group
1501 Wazee St., Suite 1-C
Denver, CO 80202
303.446.2368

DATE:	2019-05-03
JOB NO:	- 1242
DRAWN BY:	- SA/AK/CC
APPROVED:	- KH
CADD FILE:	HESS- L1, L2, L3

PARK LAYOUT

L7.12

SUB19-021

Type (Asc) GO

REVIEWS

Marian Woodward

Douglas County Assessors Office 20

We have no comments on the sketch plan. We will reserve all comments, if any, for the individual final plat filings when those projects come through.

6/17/2019 3:44:33 PM

January 29, 2019

Paul Workman,
Senior Planner
20120 E Mainstreet
Parker, CO 80138
pworkman@parkeronline.org

RE: Hess Ranch PD 2nd Amendment (Z18-027)
Hess Ranch Sketch Plan – AKA Looking Glass (SUB18-051)
Hess Ranch Preliminary Plan – AKA Looking Glass (SUB18-049)
Hess Ranch F1 – Spine Infrastructure (SUB18-050)

Dear Mr. Workman,

Douglas County appreciates the opportunity to comment on land use applications of mutual interest. Below please find substantive and technical comments in response to the applications.

Substantive Comments:

- The proposed amendment to the Hess Ranch PD proposes to reduce the established community separation buffer from 250 feet to 50 feet along the southern boundary of Planning Area 25. This is an extremely large reduction in the separation buffer. Long-standing policies in both the Town and County's Master Plans encourage the provision of community separation buffers and appropriate open space transitions between communities and jurisdictions. Douglas County opposes the reduction in the community separation buffer based on the following policies in County and Town Master Plans:

    - "Establish community separators to maintain community identity and sense of place." (Objective 3-1D, 2035 Douglas County Comprehensive Master Plan)

    - "Maintain community separators through the identification of suitable land uses and appropriate location of development. Land uses that do not maintain community separation are inconsistent with this Plan." (Policy 3-1D.1, 2035 Douglas County Comprehensive Master Plan)

    - "Support the establishment and enhancement of community separators by creating open space buffers, utilizing natural landforms and significant tree plantings to help screen views and provide wildlife habitat." (Policy 2-6B.3, 2035 Douglas County Comprehensive Master Plan)

    - "Increase the amount of open space using the criteria set forth in the Open Space, Trails and Greenways Master Plan which emphasizes supporting a regional greenway network that provides a community separation buffer from development in neighboring jurisdictions while maintaining the viability and connectivity of the natural ecosystem." (Chapter 6, Goal 1.D., Parker 2035 Master Plan)

- "Encourage transitions between different land uses and intensities." (Chapter 6, Goal 1.E., Parker 2035 Master Plan)

- "Provide interconnected open space that is integrated into the community; and preserve and protect valued open lands such as natural areas and community separators." (Chapter 13, Goal 3, Parker 2035 Master Plan)

- "Community Identity and Separation. Open space buffers help guide growth and maintain community identity. They provide a transitional "edge" between the Town and other incorporated and unincorporated communities. The Intergovernmental Agreements between the Town of Parker and Douglas County and the Town of Parker and the City of Lone Tree are regulatory step towards maintaining these buffers." (Chapter 2, What Parker Values, Town of Parker Open Space, Trails and Greenways Master Plan)

- The full separation buffer is identified in existing Town open space maps:
  - Map 1: Existing and Approved Open Space, Town of Parker Open Space, Trails and Greenways Master Plan
  - Map 3: Missing Trail Connections, Town of Parker Open Space, Trails and Greenways Master Plan

Technical Comments:

- The Engineering Division reviewed the applications and had no comment.
- Addressing Analyst:
  - Requested clarification regarding whether the subdivision name is Hess Ranch or Looking Glass.
  - In addition to the extension of Stroh Road and S. Chambers Road, the street name of Hess Ranch Road is approved for use in this plat.
  - Please be sure to add the required south pre-directional to Chambers Road since this road continues south into Douglas County and also contains a northern portion within the Denver Metro area.

Thank you for the opportunity to provide comment. Please don't hesitate to contact me if you have questions.

Thanks,

Dan Avery, AICP
Chief Planner

SCO
CONSULTING, LLC

May 21, 2019

Paul Workman
Town of Parker
Community Development Department
Town Hall
20120 East Mainstreet
Parker, CO 80138

RE: Looking Glass Filing Nos. 2-7 Sketch Plan SUB19-021, and Looking Glass Filing Nos. 2-7 Preliminary Plan SUB19-022

Dear Mr. Workman;

On behalf of Douglas County School District (DCSD), we have a couple comments regarding these two applications that we would like to resolve prior to approval.

It is our understanding that the applicant, Front Range Communities LLC, is proposing a Sketch Plan Amendment to create 588 single family detached lots, create tracts of land for future development in compliance with the zoning, and preserve tracts of land for open space and parks.

DCSD used the acreage table on page 2 of the project narrative to calculate the number of school land acreage required for this subdivision. The calculations estimates generation of 264 elementary students, 78 middle school students, and 156 middle students from this project. Satisfaction of the school land dedication requirement would involve dedication of a total of 11.78-acres of land.

The Hess Ranch PD 2nd Amendment and Anthology North PD together result in the total school land requirements for four 12-acre elementary school sites and one 75-acre joint middle/high school site, of which DCSD requested two 12-acre elementary school sites to be located in the Hess Ranch PD.

The Looking Glass Filing Nos. 2-7 Sketch Plan/Preliminary Plan does not include a school site. The Trails at Crowfoot Final Plat No. 9 includes 10.638-acre Tract B representing one of the two Hess Ranch PD school sites. The other school site within Hess Ranch PD is shown on the Development Plan as Planning Area 19 totaling 11.38-acres. This brings the school site dedication for Hess Ranch PD to a total of 22.018- acres (10.638-acres + 11.38-acres = 22.018-acres).

The Anthology PD plan includes one 75-acre middle school/high school campus. This campus is intended to meet the needs of Hess Ranch PD and other future development in the area. In addition, an 18-acre school site within the Arlington PD is being utilized by the Stone Canyon PD, Pinery West, and Arlington PD to meet the collective school site land dedication requirement. A total of 1.48-acres of land associated with that site is available for use by Hess PD.

With a commitment to dedicate a total of 22.018-acres for school land, and DCSD's request for two 12-acre elementary school sites totaling 24-acres to be located in the Hess Ranch PD, DCSD requests cash-in-lieu for the additional 1.982- acres requested beyond the 22.018-acres to be provided.

Pursuant to Section 13.07.140 (d), (6), (c) of the Parker Development Code, "a cash-in-lieu fee shall be equivalent to the full market value of the acreage required for school land dedication. Value shall be based on anticipated market value after completion of platting and construction of public improvements. The applicant shall submit a proposal for the cash-in-lieu-fee and supply the information necessary for the Town Council to evaluate the adequacy of the proposal. This information shall include at least one (1) appraisal of the property by a qualified appraiser." DCSD would like a complimentary copy of the appraisal prepared. We would ask that the fee be paid at the time of final plat.

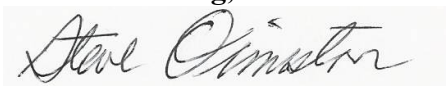
Further, DCSD requests that the applicant prepare a phase 1 environmental audit and a geo-tech report for the two school sites and provide copies to DCSD.

Additionally, with Hess PD 1st Amendment, DCSD asked for a voluntary mid-range contribution of $1952 per residential unit towards the Capital Mitigation component. The Town of Parker determined that the annexation agreement could not add new exactions. New schools will be needed to serve this area.

We would like to have confirmation of concurrence with these commitments for the application to move forward. Once we receive that confirmation, DCSD supports this application for approval. Thank you for your support of our mutual constituents!

Sincerely,

SCO Consulting, LLC



Steve Ormiston
Consultant to DCSD

Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571. 3284
donna.l.george@xcelenergy.com

June 14, 2019

Town of Parker Community Development Department
20120 E. Mainstreet
Parker, CO 80138

Attn: Paul Workman

Re: Hess Ranch Lotting Sketch Plan aka Looking Glass Filing No. 7
Case # SUB19-021

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the sketch plan for **Hess Ranch Lotting Sketch Plan aka Looking Glass Filing No. 7** and requests that the property owner/developer/contractor completes the application process for any new natural gas service via xcelenergy.com/InstallAndConnect. The Builder's Call Line is 1-800-628-2121. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Donna George
Right of Way and Permits
Public Service Company of Colorado / Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

Planning Commission Staff Report

Planning Commission Date:	**11/14/2019**
Town Council Date:	**12/2/2019**
Hearing Type:	**Public Hearing** **BLAIR INDUSTRIAL PARK REPLAT OF TRACT 3 L3 – Use by Special Review for Camp Bow Wow Kennel Expansion** **TRAKiT No.: Z19-020**
Location:	**10325 Progress Way**
Project Planner:	**BrieAnna Simon, Associate Planner**
Applicant:	**Todd Woody, PM Design Group**
Executive Summary:	**The applicant, PM Design, is requesting a Use by Special Review to expand the existing Camp Bow Wow dog kennel. The site is located on the west side of the intersection of Progress Drive and Mountain Main Drive.**
Staff Recommendation:	**Approval with Conditions**

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council approve the Blair Industrial Park Replat of Tract 3 Lot 4 Use by Special Review request to allow the expansion of the observation kennels and pet day care facility to include 7,450 square feet of indoor space and 3,810 square feet of outdoor space, subject to the six (6) conditions contained in staff's report:"

1. *That the Use by Special Review materials submitted to the Community Development Department on October 21, 2019 shall be the approved Use by Special Review materials.*

2. *All conditions and related materials approved under the Use by Special Review (UbSR 07-001) will remain in effect.*

3. *Operations shall comply with the "Camp Bow Wow Operations Manual" and the "Camp Bow Wow Camper Healthcare & Cleaning Guide" uploaded on November 6, 2019. Additionally, all subsequent versions of these manuals shall be adhered to.*

4. *A building permit shall be required for any interior or exterior work completed on site.*

5. *The use shall be a licensed facility with the Pet Animal Care Facilities Act (PACFA) Program.*

6. *This approval shall expire twelve (12) months after the date of approval unless a building permit has been applied for. The Community Development Director, upon written request, may grant a ninety-(90) day extension.*

ALTERNATIVE MOTIONS

"I move the Planning Commission recommend Town Council approve the Blair Industrial Park Replat of Tract 3 Lot 4 Use by Special Review to allow the expansion of the observation kennels and pet day care facility."

"I move the Planning Commission recommend Town Council deny the Blair Industrial Park Replat of Tract 3 Lot 4 Use by Special Review to not allow the expansion of the observation kennels and pet day care facility as the request does not meet the following approval criteria:"
-List criteria not met (either by staff or Planning Commission)

"I move the Planning Commission vote to continue the Blair Industrial Park Replat of Tract 3 Lot 4 Use by Special Review to allow the expansion of the observation kennels and pet day care facility to a future date."

I. BACKGROUND/DISCUSSION

The applicant, Camp Bow Wow, is requesting a Use by Special Review to allow for observation kennels and a pet day care facility expansion. The site, Lot 3 of Blair Industrial Park Replat of Tract 3 subdivision, is located within the Light Industrial zoning district. Observation kennels and pet day care facility are listed as a Use by Special Review as it relates to the permitted uses within the Light Industrial zoning district.

The subject property was constructed in 2006 as a single-story office warehouse. The applicant has been in business at this location for 12 years. The applicant is currently operating within a tenant space approximately 5,574 square feet in size. The applicant is requesting an expansion in to an additional tenant space within the building which would result in a total of approximately 7,450 square feet in size. Additionally, the applicant currently operates with a fenced outdoor play area of 3,049 square feet in size. The applicant is requesting to add one additional fenced outdoor play area to provide more space for the animals, which would result in a total fenced outdoor play area of 3,810 square feet in size. The expansion of the boarding facility will not negatively impact the development.

Vicinity Map

II. PRIOR ACTIONS

Date	Action
8/30/1982	Blair Industrial Park Phase 2 Annexation
2/3/1986	Blair Industrial Center - Lot A, Tract 3 Replat, which created six lots, including the subject Lot 2 property
1/26/2006	Planning Commission approved the Site Plan that created a 10,000 square foot single-story office warehouse building on Lot 2 of Blair Industrial Center
5/7/2007	Town Council approved a use by special review for a 6,875 square foot observation kennels and/or pet day care for “Camp Bow Wow” (UbSR 07-001)

III. CURRENT SITE DATA

Existing Zoning	LI - Light Industrial
Overlay District	Light Industrial Conservation Industrial District
PD & Plan Area	N/A
Master Plan Area	Light Industrial
Site Acreage	1.22 Acres
Subdivision	Blair Industrial Park
Existing Use	The property consists of one 10,000 square foot single-story office warehouse building with a kennel/dog daycare (Camp Bow Wow), landscaping service (area for proposed expansion), and dog grooming facility (Colorado Dog).

Surrounding Uses			
	Master Plan Land Use	**Zoning**	**Existing Use**
North	Light Industrial	LI - Light Industrial	Mixed Office/Warehouse
South	Light Industrial	LI - Light Industrial	Rocky Mountain Sign Company outdoor storage
East	Light Industrial	LI - Light Industrial	Vacant/Mountain Man Distribution Facility
West	Light Industrial	LI - Light Industrial	Automotive Repair/ Manufacturing and Machine Shop

IV. PARKER 2035 MASTER PLAN

[Parker 2035 Master Plan | Town of Parker - Official Website]

MASTER PLAN CONSISTENCY	
Master Plan Designation	Light Industrial ☒ **Consistent** ☐ **Inconsistent**
Master Plan Character Discussion	The Light Industrial District is centrally located with spaces that generally serve smaller local light industrial businesses that supply local, regional and sometimes national markets. This character area is intended to provide a location for a variety of work processes such as manufacturing, machine shops, production facilities, distribution facilities, flex office, commercial services and other uses of similar research and development, high tech and medical device manufacturing firms that have a synergistic relationship. Processes and land uses within this character area will be low impact in nature and not create or cause fumes, odor, noise, vibration or other impacts which are detrimental to abutting properties or land uses. Special care should be taken to ensure that uses not compatible with the light industrial uses proposed within the character area are located in other more appropriate areas of Town. Public Facilities are appropriate within the character area.

Consistent Goals/Strategies	Land Use 1.A Land Use 1.C
Inconsistent Goals/Strategies	**None**
Staff Analysis	The property is located within the Light Industrial District of the Town's Master Plan. The Master Plan identifies the Light Industrial District as an area that is intended to provide a location for a variety of work processes including manufacturing, machine shops, production facilities, distribution facilities, flex office, and commercial services. Observation kennels and pet daycare facilities are classified as commercial services, which is consistent with General Land Use Plan recommendations in Chapter 6 of the Parker 2035 Master Plan.

V. LAND DEVELOPMENT ORDINANCE

ZONING CONSISTENCY (Site Plan/UBSR/Sketch/Prelim Plan/MDP)			
Provisions	**Existing/Required**	**Proposed**	**Analysis**
Setbacks	Front – 40 feet Side – 15 feet Rear – 25 feet	The existing building will not be expanded with this application. An additional fence will be provided for the proposed increased outdoor space with the following setbacks: Side – 25 feet Rear – 105 feet	☒ Consistent ☐ Inconsistent ☐ N/A
Density	N/A	The proposed use will not alter the existing building density.	☐ Consistent ☐ Inconsistent ☒ N/A
Height/Stories	Maximum building height of 35 feet.	The proposed use will not alter the existing building height.	☒ Consistent ☐ Inconsistent ☐ N/A
Lot Size	N/A	The existing lot is 53,099 square feet.	☒ Consistent ☐ Inconsistent ☐ N/A
Lot Coverage	N/A	The proposed use will not alter the existing building lot coverage.	☒ Consistent ☐ Inconsistent ☐ N/A
Landscaping	Title 13.06.070	The proposed use will not alter any exterior landscaping.	☒ Consistent ☐ Inconsistent ☐ N/A

Off-Street Parking	Title 13.06.050: The minimum parking requirements for kennel, pet day care, veterinary clinic is 1 parking space per 400 square feet of net leasable area (not including square footage occupied by animal pens).	The applicant will be taking over an additional tenant space within the existing building which is approximately 1,876 square feet in size, along with an additional 761 square feet of outdoor space. The outdoor space will remove existing loading area. No parking spaces will be removed with the additional outdoor space. The applicant will be required to have a total of 30 parking spaces, which will be accommodated on site. Therefore, the expansion of the kennel and daycare facility will not negatively impact parking for the development.	☒ Consistent ☐ Inconsistent ☐ N/A
Miscellaneous	Utilities	Parker Water and Sanitation District, Xcel Energy and IREA will continue to provide utility service to the development.	☒ Consistent ☐ Inconsistent ☐ N/A
Staff Analysis	Staff has determined that the proposed use meets the intent and purpose of the Light Industrial zoning district and will serve the needs of the community by offering boarding services to pets and pet owners.		

VI. ACCESS, CIRCULATION & TRAFFIC ANALYSIS

This property has vehicular access from Progress Drive and Mountain Man Drive. There are no proposed changes to the existing vehicular access or traffic circulation.

VII. APPROVAL CRITERIA

Title 13.04.200.b. Criteria for approval for Uses Permitted by Special Review:

1. Will be in harmony and compatible with the character of the surrounding areas and neighborhoods.

   Applicant analysis and findings:

   This existing Camp Bow Wow is located in the Light Industrial (LI) area of Parker. The surrounding neighbors consist of a storage yard for the Rocky Mountain sign company to the south, Parker Transmission & Gear Company to the west; Hardey's Motor Werks to the North and a vacant lot with storage trailers to the east. The surrounding area has Multiple Automotive business, construction services and manufacturing business. The Camp Bow Wow has been in business at this location since 2007. With the additional expansion within the existing building footprint this

will allow the business to grow and add more to the economic base to the Town of Parker. As an established company in this neighborhood; the expansion and exterior upgrades to the west side of the building and parking lot will improve the compatibility and harmony within the surrounding area and neighborhood.

Staff analysis and findings:
The observation kennel and dog daycare facility is expanding into another existing tenant space within the building.

With respect to the adjacent existing uses and proposed expansion, these uses all have a light industrial character. Staff finds that the use of the subject property can be determined as "in harmony and compatible with the character of the surrounding areas" based upon the current use of a portion of the property as a kennel and that the use will be located within an existing building and exterior expansion will align with existing exterior use.

Therefore, staff has determined that, subject to conditions, this criterion can be satisfied.

2. Will be consistent with the Town Master Plan.
Applicant analysis and findings:
As the existing Camp Bow Wow has been a prominent business in Parker since 2007 and is expanding to increase their services to the residences of Parker, we find that the business will be consistent with the Town of Parkers Master Plan. By expanding within the existing buildings footprint this project would limit any negative impacts on the surrounding community and services. This expansion would embrace the Town's goals and strategies of controlled growth.

Staff analysis and findings:
The Master Plan identifies the property as located within the Light Industrial District Character Area and offers this specific language concerning that designation: "The Light Industrial District is intended to provide a location for a variety of work processes such as manufacturing, machine shops, warehouses, commercial services and other uses of similar character and accessory to. Additionally, large entertainment and recreational facilities may be located with this District because of the traditional large scale of buildings within light industrial areas." The proposed observation kennel and pet daycare is a commercial service and is similar in character and compatibility with the surrounding land uses.

Therefore, staff has determined that this criterion can be satisfied.

3. Will not result in an over-intensive use of land.
Applicant analysis and findings:
The proposed expansion of the camp will be a use that is still consistent with the intended land use and should not cause an over intensive use of the land. The entrance expansion is limited to 100 sq.ft of the building foot print. The addition of the proposed play yard is only 761 sq.ft. With the additional improvements to repairing the damaged asphalt parking lot, adding striping for the dedicated parking stalls as

well as adding a trash enclosure the overall use of the land will stay the same as well as be improved.

Staff analysis and findings:
The proposed use is not anticipated to generate significant traffic volumes or lead to congestion which might result in undue traffic hazards. The use will occupy an existing structure and tenant improvements will be designed to accommodate the expanded use. The proposed use will not reduce the amount of landscaping or parking on site. Therefore, the proposed use will not result in an over-intensive use of land.

Therefore, staff has determined that this criterion can be satisfied.

4. Will not have a material adverse effect on community capital improvement programs.
Applicant analysis and findings:
The existing camp has provided a much needed service to the residences of Parker and surrounding communities. The camp does not adversely affect the neighboring business; but has provided a positive presence within the industrial area. The Building is a clean and well maintained facility and the grounds are well maintained. The camp has proven to be a good neighbor to the surrounding business.

Staff analysis and findings:
This use will not adversely affect capital improvement programs as the use will not require additional road, utility, or stormwater improvements

Therefore, staff has determined that this criterion can be satisfied.

5. Will not require a level of community facilities and services greater than that which is available.
Applicant analysis and findings:
The camp's project expansion and proposed changes will not have an effect or a greater level of the community facilities and or municipal services beyond that which the Town of Parker currently provides. Since the proposed expansion is staying within the existing building the current services have been assessed and the project will not require anything more than what is presently available.

Staff analysis and findings:
The proposed expansion into an adjoining tenant space of the building is in an area anticipated for light industrial uses and commercial services. This use is not anticipated to generate demand for additional municipal services (police, street maintenance, drainage facility maintenance, etc.) or facilities (parks, recreation center usage, etc.) beyond which the Town currently provides. Therefore, the proposed use will not require a level of community facilities and services greater than presently available to serve the site.

Therefore, staff has determined that this criterion can be satisfied.

6. Will not result in undue traffic congestion or traffic hazards.

Applicant analysis and findings:

The current camp has not generated significant traffic or congestion to the neighborhood. The business has not created any traffic hazards as well. We believe the proposed expansion will also not create an increase that would create any additional congestion or hazards to the neighborhood. The Camp is open from the hours of 6:30 am – 7:00 pm, which between these hours the clients arrive at different times of the day for pick up and drop off. There is adequate parking being provided on site and the majority of the neighboring business are not open and operating during the Camp's busiest hours.

Staff analysis and findings:

This property has vehicular access from Progress Drive and Mountain Man Drive. Employees, customers and their pets will arrive and depart at various times during the hours of operation. The proposed use is not anticipated to generate significant traffic volumes or lead to congestion which might result in undue traffic hazards.

Therefore, staff has determined that this criterion can be satisfied.

7. Will not cause significant air, water, or noise pollution.

Applicant analysis and findings:

As in the past; the Camp disposes of waste materials throughout the day within the interior kennels and exterior play yards. The play yards are closely monitored by the staff and clients with live web cameras so care and cleanliness is of the utmost importance. The Camp's staff follows the storm water regulations and procedures for clean up. Upon removal of the waste; which consist of a small garbage bag per day, the outside play yards is misted with biodegradable and environmentally friendly cleaner twice a day. The cleaner does not cause any harm to the Town of Parker's sewer or water systems.

We are not expecting the noise levels to increase by the expansion of the outdoor play yard or expansion of the interior dog day care. The additional play area will be constructed with the small material and height and will be maintained in the same manner as the existing play yards. There will be no negative impacts on the surrounding businesses and neighborhoods.

Staff analysis and findings:

The property is located within the light industrial area of the Town. The existing structure was built for light industrial and commercial uses. Anticipated noise levels should not exceed that produced by similar uses in the immediate vicinity. The applicant will continue to operate under the updated pet waste removal plan, which the 2007 version was approved under the first use by special review. The applicant will be required to mitigate the potential (if any) for significant air and water pollution. In the past five years, there have been no calls for enforcement or compliance cases filed against Camp Bow Wow or this property. Therefore, the kennel and daycare expansion will not cause significant air, water or noise pollution.

Therefore, staff has determined that, subject to conditions, this criterion can be satisfied.

8. Will be adequately landscaped, buffered and screened.

Applicant analysis and findings:

The existing Camp Bow Wow has a 6'-0" wooden fence that encloses the entire parking area, play yards and trash enclosures. The existing landscape areas will remain in place and be maintained as in the past. There will not be any reduction of the existing landscape, open space areas. The additional fenced play area with the other perimeter fence will provide additional screening and safety for the animals and neighbors.

Staff analysis and findings:

The property is currently surrounded by roads on two sides, parking on the northeast and southwest. Existing landscaping surrounding the building meets the Town landscape requirements. The proposed use will take place within the existing building and proposed outdoor use will be screened by an opaque fence. The applicant's proposal does not negatively impact the existing landscaping.

Therefore, staff has determined that this criterion can be satisfied.

9. Will not otherwise be detrimental to the health, safety or welfare of the present or future inhabitants of the Town.

Applicant analysis and findings:

Great care is taken to ensure that the safety of the clients, dogs, and neighboring businesses or future inhabitants is addressed daily. There have been no negative impacts since Camp Bow Wow has been residing at this location since 2007. We believe that the proposed project will improve the building, open area and surrounding neighbors by repairing the parking area and adding additional striped parking stalls. Adding additional site lighting and providing a trash enclosure.

Staff analysis and findings:

The impacts created by kennel and daycare uses will be minimal if subject to the conditions proposed by staff. The applicant will work to ensure pet health and welfare and will not be detrimental to the health, safety or welfare of present or future inhabitants of the Town. The site is served by water and sanitary sewer, the facility will have water and waste water will be properly treated.

Therefore, staff has determined that, subject to conditions, this criterion can be satisfied.

VIII. SUMMARY REFERRAL AGENCY COMMENTS AND CONDITIONS

Agency	Comments
Parker Comprehensive Planning	Advisory Comments: The proposed expansion of an existing commercial business located in the Light Industrial zone district, serves local and regional markets and is a compatible land use within the Light Industrial District Character Area of the Parker 2035 Master Plan.
Parker Public Works	Approved
South Metro Fire & Rescue Authority	No comment
Parker Water and Sanitation District	Approved for zoning and special use review referral
IREA	Approved
CenturyLink	No comment
Comcast	No comment

IX. CONCLUSION

The observation kennels and pet daycare facility will provide a necessary service to Parker residents and their pets. The impacts created by the proposed expansion will be mitigated if subject to the conditions proposed by staff. After evaluating the information provided by the applicant for a Use by Special Review staff has determined that the requested use meets, or can meet subject to conditions, the nine approval criteria set forth in the Land Development Ordinance and outlined in Section VII of this staff report.

X. RECOMMENDED CONDITIONS

Staff recommends that the Planning Commission recommend that the Town Council approve the Blair Industrial Park Replat of Tract 3 Lot 4 Use by Special Review request to allow a 7,450 square feet indoor and 3,810 square feet outdoor observation kennel and pet daycare facility with the following conditions:

1. That the Use by Special Review materials submitted to the Community Development Department on October 21, 2019 shall be the approved Use by Special Review materials.

2. All conditions and related materials approved under the Use by Special Review (UbSR 07-001) will remain in effect.

3. Operations shall comply with the "Camp Bow Wow Operations Manual" and the "Camp Bow Wow Camper Healthcare & Cleaning Guide" uploaded on November 6, 2019. Additionally, all subsequent versions of these manuals shall be adhered to.

4. A building permit shall be required for any interior or exterior work completed on site.

5. The use shall be a licensed facility with Pet Animal Care Facilities Act (PACFA) Program.

6. This approval shall expire twelve (12) months after the date of approval unless a building permit has been applied for. The Community Development Director, upon written request, may grant a ninety-(90) day extension.

XI. ATTACHMENTS

1. Proposed Site Plan
2. Applicant's Project Narrative
3. Camp Bow Wow Operations Manual
4. Camp Bow Wow Camper Healthcare & Cleaning Guide

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

CAMP BOW WOW PARKER
USE FOR SPECIAL REVIEW

LOT 2 BLAIR INDUSTRIAL CENTER REPLAT OF TRACT 3 AMENDMENT OF LOT A REPLAT

BENCHMARK

DOUGLAS COUNTY BENCH MARK "1095035"

LOCATED AT ON PARKGLENN WAY

ELEVATION = 5906.33 FEET (NAVD 1988)

BASIS OF BEARINGS

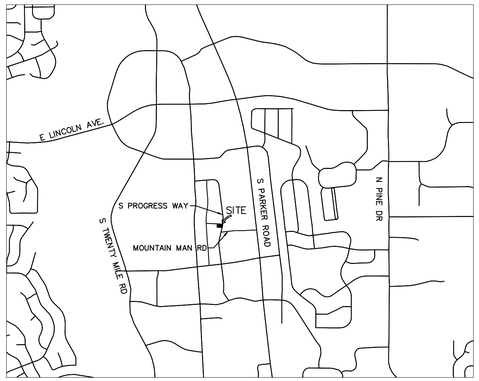
BEARINGS SHOWN HEREON ARE BASED UPON THE NORTH LINE OF LOT 2, BLAIR INDUSTRIAL CENTER LOT A TRACT 3 REPLAT, WHICH BEARS S74°59'03"E BETWEEN THE MONUMENTS SHOWN HEREON, PER BLAIR INDUSTRIAL CENTER LOT A TRACT 3 REPLAT RECORDED AS RECEPTION NO. 8608352 IN THE RECORDS OF THE DOUGLAS COUNTY CLERK AND RECORDER'S OFFICE.

LEGAL DESCRIPTION OF PROPERTY

LOT 2 BLAIR INDUSTRIAL CENTER REPLAT OF TRACT 3 AMENDMENT OF LOT A REPLAT 1.219 AM/L

FLOODPLAIN NOTE

THE SUBJECT PROPERTY IS LOCATED IN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP, PANEL NO. 08035C0069F, DATED SEPTEMBER 30, 2005.



LOCATION MAP
1" = 750'
NORTH

CONTACTS:

OWNER/DEVELOPER
BAILY II, LLC.
10325 SOUTH PROGRESS WAY
PARKER, CO 80134
TEL: (419) 618-0806
CONTACT: GINA PARADISO

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4582 SOUTH ULSTER STREET, SUITE 1500
DENVER, CO 80237
TEL: (303) 228-2300
CONTACT: BRYCE CHRISTENSEN, P.E.

SURVEYOR:
ALTURA LAND CONSULTANTS
6950 S. TUCSON WAY, UNIT C
CENTENNIAL, CO 80112
TEL: (720) 488-1303
CONTACT: JAMES LUGO, P.L.S.

TOWN OF PARKER
TOWN OF PARKER
20120 EAST MAINSTREET
PARKER, CO 80138-7334
TEL: (303) 841-0353

FIRE DEPARTMENT
SOUTH METRO FIRE RESCUE AUTHORITY
9195 E. MINERAL AVE.
CENTENNIAL, CO 80112
TEL: (720) 989-2244
CONTACT: CHIP KERKHOVE

TOWN OF PARKER PLAN REVIEW
20120 E. MAINSTREET
PARKER, CO 80138
TEL: (303) 805-3338
CONTACT: BRIEANNA SIMON

SHEET INDEX	
Sheet Number	Sheet Title
C1.0	COVER SHEET
C2.0	OVERALL SITE PLAN
A2.10	BUILDING ELEVATIONS
A2.11	BUILDING ELEVATIONS W/ FENCING
A2.12	TRASH ENCLOSURE ELEVATIONS

PM DESIGN
Architectural
Solutions Group
19120 SE 34TH STREET
SUITE 115
VANCOUVER, WA 98683
PROJECT CONTACT: MARTY LAKEY
PHONE: 360.719.1952
EMAIL: MLAKEY@PMDGINC.COM

KEN MCCRACKEN, ARCHITECT
SEAL

CONSULTANT

Kimley»Horn

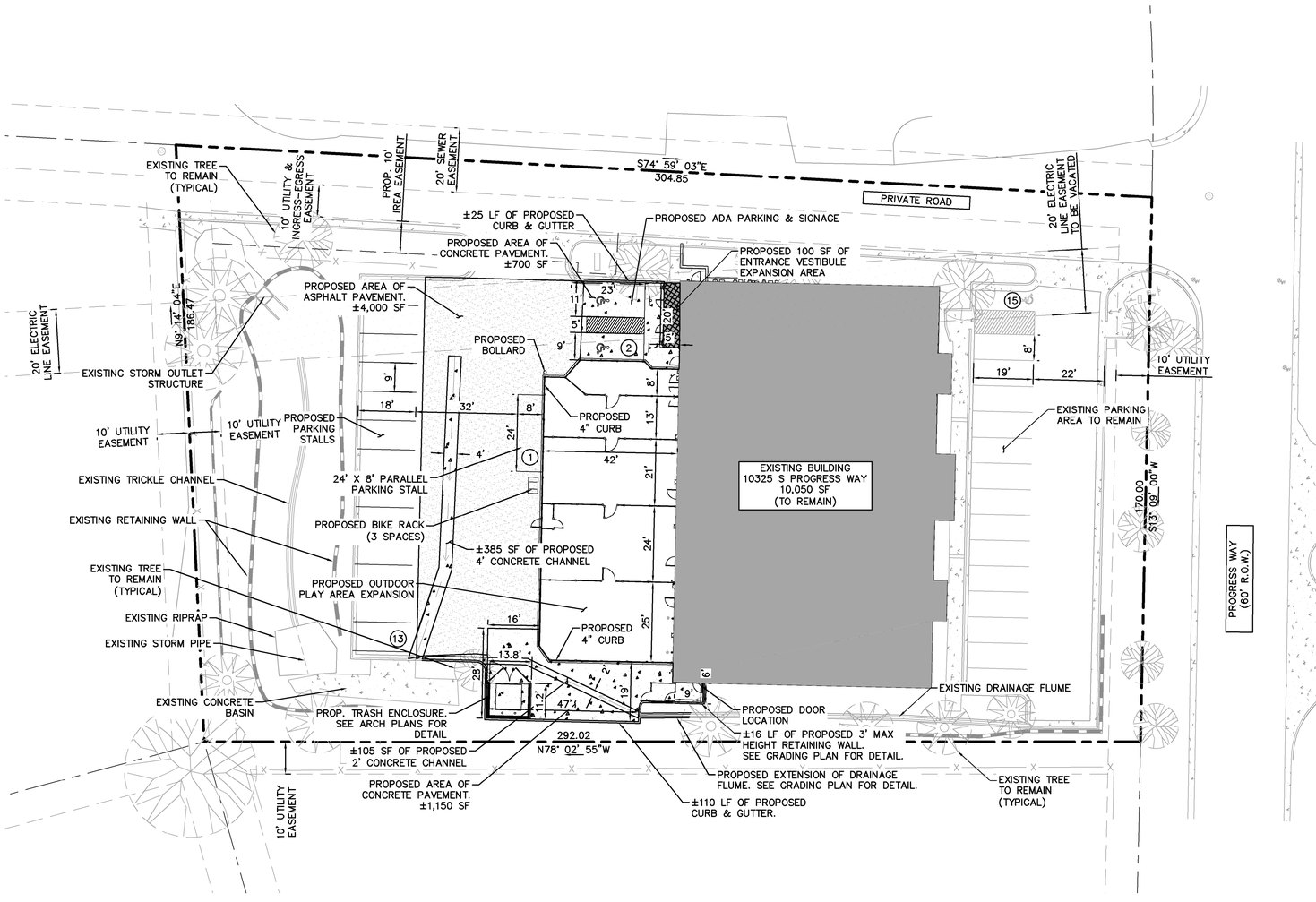
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.

4582 SOUTH ULSTER STREET, SUITE 1500
DENVER, COLORADO 80237
(303) 228-2300

CAMP BOW WOW
STORE NO.PARKER
10325 SOUTH PROGRESS WAY
PARKER, CO 80134

REV	DATE	DESCRIPTION
1	05.02.19	SURVEY PACKAGE

DRAWN BY: CAW
CHECKED BY: MDL
ARCH. PROJECT NO.: CBW19001.0
SHEET NAME: COVER SHEET (USE BY SPECIAL REVIEW)
SHEET NUMBER: C1.0



LEGEND

- PROPERTY LINE
- EASEMENT LINE
- CONCRETE CHANNEL FLOWLINE
- EXISTING FENCE
- PROPOSED CURB & GUTTER
- EXISTING CURB & GUTTER
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED BUILDING EXPANSION

BENCHMARK

DOUGLAS COUNTY BENCHMARK "1095035"

LOCATED AT ON PARKGLENN WAY

ELEVATION = 5906.33 FEET (NAVD 1988)

SITE DATA

SITE AREA:	53,094 SF
BUILDING AREA:	10,150 SF
BUILDING AREA (MINUS KENNELS, ADDED PLAY AREAS):	12,000 SF
PARKING COUNT	
REQUIRED (1/400 SF):	30 STALLS
PROVIDED:	31 STALLS
BIKE PARKING	
REQUIRED (2/10,000 SF):	3
PROVIDED	3

NOTES:

1. ALL EXISTING TREES TO REMAIN

GRAPHIC SCALE IN FEET
0 10 20 40

PM DESIGN
Architectural Solutions Group
19120 SE 34TH STREET
SUITE 115
VANCOUVER, WA 98683
PROJECT CONTACT: MARTY LAKEY
PHONE: 360.718.1852
EMAIL: MLAKEY@PMDGINC.COM
KEN MCCRACKEN, ARCHITECT

SEAL

CONSULTANT

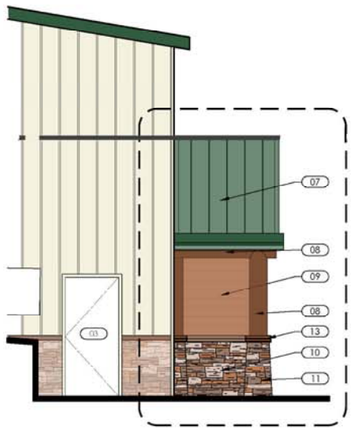
Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
4582 SOUTH ULSTER STREET, SUITE 1500
DENVER, COLORADO 80237
(303) 228-2300

CAMP BOW WOW
STORE NO.: PARKER
10325 SOUTH PROGRESS WAY
PARKER, CO 80134

REV	DATE	DESCRIPTION
1	05.02.19	SURVEY PACKAGE

DRAWN BY: CAW
CHECKED BY: MDL
ARCH. PROJECT NO.: CBW19001.0
SHEET NAME: OVERALL SITE PLAN
SHEET NUMBER: C3.0

ENLARGED WEST ELEVATION | 1/4" = 1'-0" | 5

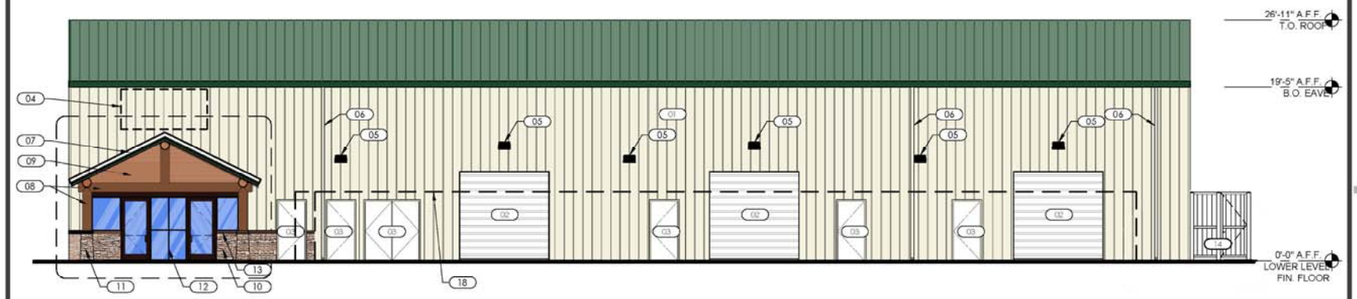


ENLARGED NORTH ELEVATION | 1/4" = 1'-0" | 6

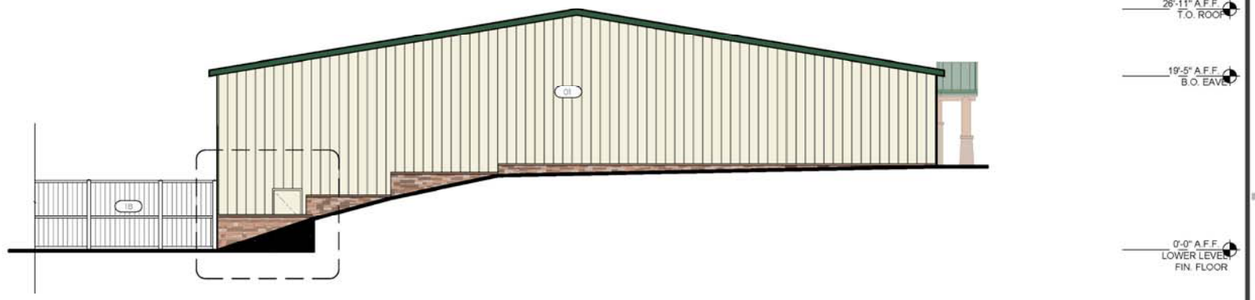
(X)

01 EXISTING METAL BUILDING WITH STANDING SEAM ROOF TO REMAIN.
02 EXISTING OVERHEAD DOOR TO REMAIN.
03 EXISTING H.M. DOOR ASSEMBLY TO REMAIN.
04 EXISTING SIGNAGE TO REMAIN.
05 EXISTING LIGHTING TO REMAIN.
06 EXISTING DOWNSPOUT TO REMAIN.
07 EXISTING STANDING SEAM ROOF TO REMAIN.
08 EXISTING WOOD BEAMS/COLUMNS TO REMAIN AND TO BE PAINTED P-2.
09 NEW EVERLOG GFRC WOOD PLANK SIDING.
10 NEW CULTURED STONE VENEER - BUCKS COUNTRY LIMESTONE.
11 EXISTING CLADDING AT COLUMN TO BE REMOVED AND INSTALL NEW CULTURED STONE VENEER - BUCKS COUNTRY LIMESTONE.
12 NEW KAWNEER STOREFRONT - DARK BRONZE WITH 1" CLEAR, LOW E GLAZING.
13 NEW MATCHING PRECAST CAPSTSONE BY CULTURED STONE.
14 NEW CAST IN PLACE RETAINING WALL PAINTED TO MATCH BUILDING P-1.
15 NEW H.M. DOOR AND FRAME PAINTED TO MATCH BUILDING P-1.
16 EXISTING STOREFRONT DOOR TO REMAIN.
17 EXISTING WINDOW ASSEMBLY TO REMAIN.
18 NEW 8'-0" HIGH PVC FENCE.
19 EXISTING ELECTRICAL EQUIPMENT TO REMAIN.

KEYED NOTES | 7

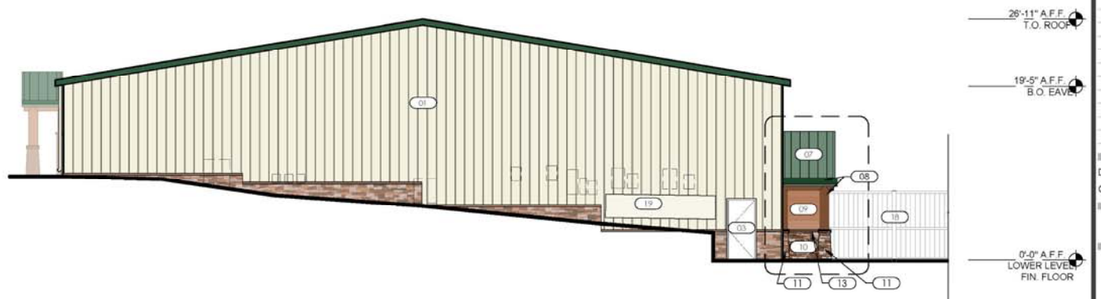


WEST ELEVATION | 1/8" = 1'-0" | 4



SOUTH ELEVATION | 1/8" = 1'-0" | 3

EAST ELEVATION | 1/8" = 1'-0" | 2



NORTH ELEVATION | 1/8" = 1'-0" | 1

PM DESIGN
Architectural Solutions Group
19120 SE 34TH STREET
SUITE 115
VANCOUVER, WA 98683
PROJECT CONTACT: MARTY LAKEY
PHONE: 360.719.1952
EMAIL: MLAKEY@PMDGINC.COM
KEN MCCRACKEN, ARCHITECT

SEAL:

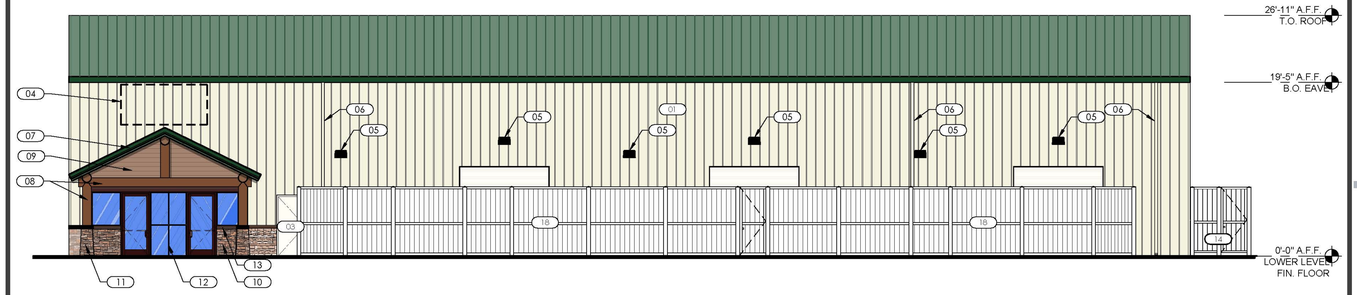
CONSULTANT:

CAMP BOW WOW

CAMP BOW WOW
STORE NO.: PARKER
10325 SOUTH PROGRESS WAY
PARKER, CO 80134

REV	DATE	DESCRIPTION
1	04.25.19	SURVEY PACKAGE

DRAWN BY: CAW
CHECKED BY: MDL
ARCH. PROJECT NO.: CBW19001.0
SHEET NAME: EXTERIOR ELEVATIONS
SHEET NUMBER: A2.10



WEST ELEVATION | 1/8" = 1'-0" | **4**

PM DESIGN
Architectural
Solutions Group

19120 SE 34TH STREET
SUITE 115
VANCOUVER, WA 98683

PROJECT CONTACT: MARTY LAKEY
PHONE: 360.719.1952
EMAIL: MLAKEY@PMDGINC.COM

KEN MCCRACKEN, ARCHITECT

SEAL:

CONSULTANT:

CAMP BOW WOW

CAMP BOW WOW
STORE NO.: PARKER
10325 SOUTH PROGRESS WAY
PARKER, CO 80134

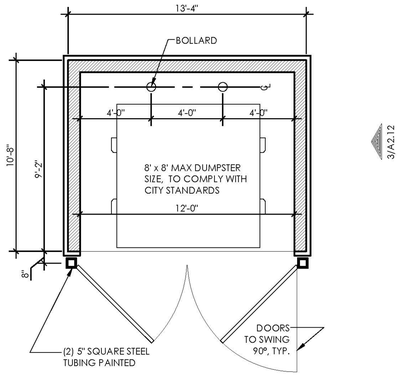
REV	DATE	DESCRIPTION
△	04.23.19	SURVEY PACKAGE

DRAWN BY: CAW
CHECKED BY: MDL

ARCH. PROJECT NO.:
CBW19001.0

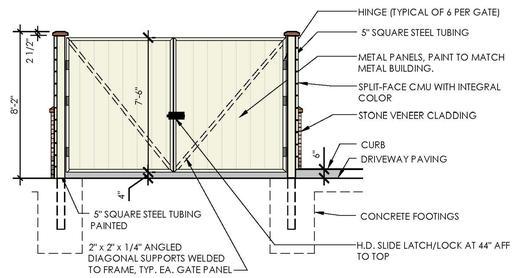
SHEET NAME:
EXTERIOR
ELEVATIONS

SHEET NUMBER:
A2.11

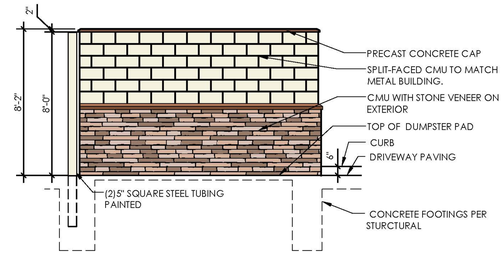


1 | DUMPSTER ENCLOSURE
1/4"= 1'-0"

2/A2.12



2 | DUMPSTER ENCLOSURE
1/4"= 1'-0"



3 | ENCLOSURE SIDE VIEW
1/4"= 1'-0"

PM DESIGN
Architectural Solutions Group
19120 SE 34TH STREET
SUITE 115
VANCOUVER, WA 98683
PROJECT CONTACT: MARY LAKEY
PHONE: 360.719.1952
EMAIL: MLAKEY@PMDGINC.COM
KEN MCCRACKEN, ARCHITECT

CONSULTANTS

CAMP BOW WOW

CAMP BOW WOW
STORE NO.: PARKER
10325 SOUTH PROGRESS WAY
PARKER, CO 80134

NO.	DATE	DESCRIPTION
1	04.23.19	SURVEY PACKAGE
2	06.26.19	SITE PLAN SUBMITTAL
3	08.09.19	SITE PLAN RESPONSE #1

DRAWN BY: CAW
CHECKED BY: MDL

PROJECT NO.
CBW19001.0

SHEET NAME
SITE DETAILS

SHEET NUMBER
A2.12

PM DESIGN GROUP, INC.
7200 S. Alton Way, Suite B-270
Centennial, CO 80112
p.303.223.7931

October 21, 2019

BrieAnna Simon
Associate Planner
Town of Parker
20120 East Main Street
Parker, CO 80138

The purpose of this memo is to provide the Planning Department of the Town of Parker a brief description of our proposed project at 10325 South Progress Way, Parker, Colorado 80134.

Enclosed please find our Use by Special Review package for your consideration.

The existing Building is a total of 10,050 sq.ft. The upper southeast corner of the building has 1,300 sq.ft. of existing office spaces which will be rented by Camp Bow Wow and will remain offices. 1,300 sq.ft. of the upper northeast corner of the building is an existing dog grooming company that will remain. 1,876 sq.ft. of garage space is currently used for a landscape company and Camp Bow Wow will be renting that portion of the building. The existing Camp Bow Wow as it is today is 5,574 sq.ft. for a total of 10,050 sq.ft.

We are proposing to expand the existing Camp Bow Wow currently at 5,574 sq.ft. to include the existing 1,876 sq.ft. of the existing landscape company's garage space within the existing building to a total of 7,450 sq.ft. The existing office space and dog grooming areas will remain as is.

A new double entrance is being proposed and will increase the building footprint by 100 sq.ft.

We are proposing to remove the existing demising wall between the dog day care kennel area and the landscape company's garage space. We are proposing to add new kennels, interior play yard and finishes throughout. A new isolation area will also be added to the facility. This will require a new entrance at the southwest corner of the building. A new retaining wall will be constructed as the existing exterior condition is a sloped rock area.

The existing outdoor play yards are 3,049 sq.ft. We are proposing to add a new play yard at the exterior of the building at the southwest corner of the building. This new play yard will be 761 sq.ft for a total outdoor play yard area of 3,810 sq.ft. As the existing facility is twelve years old some basic maintenance to the play yards will need to be completed. The existing 4" curb surrounding the existing play yards will be removed and replaced where some damage and wear and tear as occurred over time. A New 4" curb will be incorporated around the new play yard extension and will match the existing curbing.

In the west parking lot damage to the existing asphalt paving has occurred due to the heavy equipment of the landscape company. We are proposing to remove and replace the asphalt, relocate the existing trash containers and re-stripe the parking lot for defined parking stalls. We will also be adding a heated concrete pad at the entrance of the proposed entrance to help with snow removal in the winter.

The existing trash area will be relocated to the south portion of the parcel. A new structural concrete pad will be installed to help alleviate damage to the asphalt parking lot. A new trash enclosure will be built to enclose the trash containers and will match the building's exterior in color and materials.

Parking at the east side of the building is currently 1 ADA parking stall and 14 standard stalls, for a total of 15 parking stalls. No work on the east side of the building is being proposed and will remain as it.

The existing parking at the west side of the building is not currently defined by parking stripes. The lot will be striped for 14 standard parking stalls measuring 9'-0" wide by 18'-0" long and 2 proposed ADA stalls at the Buildings entrance with a 5'-0" wide accessible aisle. The full parking for this location will be 3 ADA stalls and 28 standard parking stalls. Per Section 13 of the Town of Parker's Land Development code 30 parking stalls are required per the Net Lease area of 1,107 rounded to 1,200 sq.ft. We are also proposing a bike rack for 3 bicycles to meet code requirements as well.

There will also be 2 new pole lights at the western portion of the parking lot for additional lighting for the camps clients.

All existing landscape areas, trees and vegetation will remain as is.

Approval Considerations

1. The proposed project expansion use will be in harmony and compatible with the character of the surrounding areas and neighborhood;

   This existing Camp Bow Wow is located in the Light Industrial (LI) area of Parker. The surrounding neighbors consist of a storage yard for the Rocky Mountain sign company to the south, Parker Transmission & Gear Company to the west; Hardey's Motor Werks to the North and a vacant lot with storage trailers to the east. The surrounding area has Multiple Automotive business, construction services and manufacturing business. The Camp Bow Wow has been in business at this location since 2007. With the additional expansion within the existing building footprint this will allow the business to grow and add more to the economic base to the Town of Parker. As an established company in this neighborhood; the expansion and exterior upgrades to the west side of the building and parking lot will improve the compatibility and harmony within the surrounding area and neighborhood.

2. The proposed expansion use will be consistent with the Town Master Plan;

   As the existing Camp Bow Wow has been a prominent business in Parker since 2007 and is expanding to increase their services to the residences of Parker, we find that the business will be consistent with the Town of Parkers Master Plan. By expanding within the existing buildings footprint this project would limit any negative impacts on the surrounding community and services. This expansion would embrace the Town's goals and strategies of controlled growth.

3. The proposed expansion will not result in an over-intensive use of land;

   The proposed expansion of the camp will be a use that is still consistent with the intended land use and should not cause an over intensive use of the land. The entrance expansion is limited to 100 sq.ft of the building foot print. The addition of the proposed play yard is only 761 sq.ft. With the additional improvements to repairing the damaged asphalt parking lot, adding striping for the dedicated parking stalls as well as adding a trash enclosure the overall use of the land will stay the same as well as be improved.

4. The proposed project expansion will not have a material adverse effect on community capital improvement programs;

The existing camp has provided a much needed service to the residences of Parker and surrounding communities. The camp does not adversely affect the neighboring business; but has provided a positive presence within the industrial area. The Building is a clean and well maintained facility and the grounds are well maintained. The camp has proven to be a good neighbor to the surrounding business.

5. The project expansion will not require a level of community facilities and services greater than that which is available;

   The camp's project expansion and proposed changes will have an effect or a greater level of the community facilities and or municipal services beyond that which the Town of Parker currently provides. Since the proposed expansion is staying within the existing building the current services have been assed and the project will not require anything more than what is presently available.

6. Will not result in undue traffic congestion or traffic hazards;

   The current camp has not generated significant traffic or congestion to the neighborhood. The business has not created any traffic hazards as well. We believe the proposed expansion will also not create an increase that would create any additional congestion or hazards to the neighborhood. The Camp is open from the hours of 6:30 am – 7:00 pm, which between these hours the clients arrive at different times of the day for pick up and drop off. There is adequate parking being provided on site and the majority of the neighboring business are not open and operating during the Camp's busiest hours.

7. The proposed project expansion will not cause significant air, water or noise pollution;

   As in the past; the Camp disposes of waste materials throughout the day within the interior kennels and exterior play yards. The play yards are closely monitored by the staff and clients with live web cameras so care and cleanliness is of the utmost importance. The Camp's staff follows the storm water regulations and procedures for clean up. Upon removal of the waste; which consist of a small garbage bag per day, the outside play yards is misted with biodegradable and environmentally friendly cleaner twice a day. The cleaner does not cause any harm to the Town of Parker's sewer or water systems.

   We are not expecting the noise levels to increase by the expansion of the outdoor play yard or expansion of the interior dog day care. The additional play area will be constructed with the small material and height and will be maintained in the same manner as the existing play yards. There will be no negative impacts on the surrounding businesses and neighborhoods.

8. Will be adequately landscaped, buffered and screened;

   The existing Camp Bow Wow has a 6'-0" wooden fence that encloses the entire parking area, play yards and trash enclosures. The existing landscape areas will remain in place and be maintained as in the ast. There will not be any reduction of the existing landscape, open space areas. The additional fenced play area with the other perimeter fence will provide additional screening and safety for the animals and neighbors.

9. Will not otherwise be detrimental to the health, safety or welfare of the present or future inhabitants of the Town.

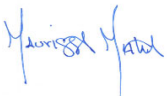
   Great care is taken to ensure that the safety of the clients, dogs, and neighboring businesses or future inhabitants is addressed daily. There have been no negative impacts since Camp Bow Wow has been residing at this location since 2007. We believe that the proposed project will improve the building, open area and surrounding neighbors

by repairing the parking area and adding additional striped parking stalls. Adding additional site lighting and providing a trash enclosure.

Our design team has considered the Land Development code for the Town of Parker in the preparation of our Planning Department package and supporting documents.

I look forward to hearing from you on our proposed project. Please let me know if you should have any questions or concerns.

Sincerely,



Maurissa Muha
Project Manager
PM DESIGN GROUP, INC.
Office: 303.223.4864

RESOLUTION NO. 21-030, Series of 2021

TITLE: A RESOLUTION CONCERNING CERTAIN APPLICATION MATERIALS SUBMITTED AS PART OF, AND INCLUDED AS A CONDITION OF APPROVAL FOR, THE USE BY SPECIAL REVIEW FOR LOT 3 OF THE BLAIR INDUSTRIAL PARK REPLAT OF TRACT 3 SUBDIVISION

WHEREAS, an application was made for approval of a Use By Special Review for Lot 3 of Blair Industrial Park Replat of Tract 3 Subdivision (Z19-020);

WHEREAS, as part of the application for the Use By Special Review, the applicant submitted a "Camp Bow Wow Operations Manual" and "Camp Bow Wow Camper Healthcare and Cleaning Guide" (collectively the "Guides");

WHEREAS, Condition No. 3 of the Use By Special Review approval references the Guides;

WHEREAS, according to the applicant, the Guides contain confidential proprietary information, which the Town has been asked to remove from the public record;

WHEREAS, the applicant has submitted a nonconfidential summary of the relevant information contained in the Guides, which is attached hereto as **Exhibit A**, and has requested the summary replace the Guides referenced in Condition No. 3, and in the public record;

WHEREAS, the Town has reviewed the Guides and summary and determined it is in the Town's best interest to replace the Guides with the summary and revise Condition No. 3 accordingly;

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, AS FOLLOWS:

Section 1. Condition No. 3 of the Use By Special Review for Lot 3 of the Blair Industrial Park Replat of Tract 3 Subdivision is hereby amended and restated as follows:

"3. Operations shall comply with the summary attached as Exhibit 1 to Resolution No. 21-21, Series of 2021;"

Section 2. The Guides shall be removed from the public record and replaced with the summary, attached hereto as Exhibit 1.

RESOLVED AND PASSED this 7th day of June, 2021.

TOWN OF PARKER, COLORADO

Jeff Toborg, Mayor

ATTEST:

Chris Vanderpool

Chris Vanderpool, Acting Town Clerk

CONSENT OF THE PROPERTY OWNER

The Property Owner hereby consents to and agrees to be bound by Resolution No. 21-021, Series of 2021.

PROPERTY OWNER: 10325 S. PROGRESS WAY, LLC

By: DeAnn Krauss

Member *[Name/title]*

STATE OF Ohio)

)ss.

COUNTY OF Seneca)

The foregoing instrument was acknowledged before me this 2 day of June, 2021, by DeAnn Krauss, as member of 10325 S. Progress Way, LLC.

My commission expires: May 28, 2023.

SEAL

Stacy Wilson

Notary Public Stacy Wilson

EXHIBIT A

ZONING PRESENTATION

IMPORTANT NOTICE

The information in this document is property of Camp Bow Wow Franchising, Inc. All Rights Reserved. This document is being provided to you for your bona fide use in approving site plans for a Camp Bow Wow® business, and for no other purpose.

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

Hours of Operation

- Camp Bow Wow's service is unique in that the Camps are open 365 days a year. Pickup and drop off occurs anytime during the normal hours of operation, which are typically:
    - Monday – Saturday 7AM - 7PM.
    - Sunday and Holidays 7AM - 10AM and 4PM - 7PM.
- Day Camp must be offered Monday through Friday and is optional on weekends. Camp Bow Wow® strongly recommends that franchised locations offer Day Camp and conduct interviews Monday through Saturday, at a minimum.
- Boarding is offered seven days per week.
- Camp staff is on site from 7:00 AM to 7:00 PM. One staff member per 25 dogs minimum. Minimum 2 Certified Camp Counselors® on site during business hours.
- Camp must be open for Camper play/care a minimum of six hours on the weekends and holidays (three hours in the morning and three hours in the afternoon) and open to the public for a minimum of four hours on those days (two hours in the morning and two hours in the afternoon).
- Overnight Campers cannot be left in cabins for more than twelve hours. Boarding Campers are housed in individual indoor secured cabins overnight. CBW does not have indoor/outdoor runs and all overnight boarding is within the enclosed building.
- Camp Bow Wow® Dog Training may occur during Camp hours or on a schedule determined by the Camp. Hours for In-Home Services by Camp Bow Wow® and behavior training that occurs at the pet parent's home are negotiated between the Pet Parent and Camp management.

General Camp Operations Information

- Other services offered: overnight boarding, training, grooming, retail for purchase (pet related supplies).
- The video cameras (Camper Cams) are available to the public during open hours, but they are on 24 hours a day. They can be accessed via the web or mobile phone apps.
- All facilities have fire and security systems connected directly to the fire and police departments for monitoring. The temperature is climate controlled and maintained at a constant 64-78 degrees year-round.
- The outdoor play area is used sporadically for relief and fresh air. Staff is present at all times when dogs are outside. Staff are trained to utilize specific dog training methods to keep noise to a minimum. Dogs bark when they are bored and left alone. This is not the case at Camp.
- Dog waste is immediately and continually cleaned up as it occurs and disposed via local municipality approved methods.

Safety

- CBW provides the safest dog daycare and boarding experience for our Campers. Every area in Camp is designed to maintain a safe environment for our Campers and staff to prevent injury or illness. Once the dogs are behind the check in area in our lobby the Camper has little potential for escape.
- All of our staff must pass our Certified Camp Counselor ® training and also be pet first aid and CPR trained. Campers are never left unsupervised when together in our open play environment.
- All of our Camps have two emergency veterinary hospitals relationships secured so that in the event of an injury or health issue a Camper can immediately be seen and treated.

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

- All of our Camps work with their local jurisdiction to create emergency evacuation protocols in the event the building must be evacuated short or long term. Our staff is trained on how to implement these protocols following CBW operations standards.
- All of our Camps adhere to our proven cleaning and maintenance processes to ensure a clean and safe environment for staff and Campers. Every surface in Camp is cleaned daily with our hospital grade environmentally safe cleaning products.
- All of our Camps maintain appropriate coverage for business, building and incident insurance complying with federal, state and local law as well as our franchise requirements.

Noise Concerns?

- Barking is not a major issue as our staff are well trained and constantly monitor the dogs inside and outside. We can use a myriad of soundproofing materials depending on the Camp design and sound impact anticipated at the location.
- Campers mainly spend their time inside taking brief breaks outside when they need to relieve themselves. With a pack mentality, Campers tend to follow the Counselors (they are the alpha) in the yards making controlling indoor and outdoor egress with the dogs easier.
- Our Certified Camp Counselors® utilize pack management and individual behavior training techniques to keep barking at an absolute minimum. If necessary, overly disruptive Campers will be placed in a cabin for a time out or the guardian will be called to pick them up.
- The outside break yard is constructed with solid vinyl fencing to act as a noise buffer. Fence height is a mandatory 8 feet to insure dog and neighborhood safety.
- The yard is situated at each site on the back or side of the property away from any residential properties, using the building as a buffer.

Waste or Smell Concerns?

- We utilize specialized bio-degradable cleaners and disinfectants – the same that are used in hospitals, childcare centers, and gyms. These products keep our facilities (indoor and out) smelling fresh and clean year-round.
- CBW provides all franchisees a set daily cleaning schedule. Franchisor site visits occur year-round and regular web camera evaluations are conducted to ensure proper maintenance of CBW facilities and that brand standards are being followed. Secret shopper programs are also used for additional review.
- We target a very upscale clientele that requires our facilities are kept spotless.
- The Camp Bow Wow® waste removal routine includes constant play area patrol so that waste is picked up and deposited in a galvanized steel trash can with lid and a 3-mil trash can liner. The liner is removed, sealed and deposited in the facility dumpster daily as needed. A typical CBW produces approximately the equivalent to one large lawn/leaf garbage bag of waste per day. Dumpster pick-up is scheduled for once to twice a week.

Drainage Concerns?

- In our facilities we never spray anything down to clean it – we use a light foaming device along with mops and squeegees to clean our facilities.

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

- We also use a professional auto-scrubber to clean the floors which intakes any excess water into the machine, minimizing water consumption as well as maximizing cleanliness.
- When cleaning the yards daily, the amount of water used is the equivalent to a 5-minute human shower.
- Our disinfectants are pet safe and environmentally friendly and do not require rinsing.

Traffic or Parking Concerns?

- The services of Camp Bow Wow attract high end customers that are in a hurry and on their way to and from work or travel. Camp Bow Wow operates efficiently so that the dog drop off and pick up is quick and easy for our clients:
    - Pre-Purchased Day Camp Packages keep front lobby transactions short.
    - Customers are able to drop off or pick up quickly without having to make a payment each time. This keeps the average drop/off and pick up time to 5 minutes or less.
- We do not have typical parking needs of retail businesses since our pickup and drop off for services are quick transactions. On average we require 10-15 parking spaces minimum to accommodate client and employee parking.

Cleaning and Disinfecting Guidelines Given to Camps

- Cleaners and disinfectants are not the same. Cleaning uses detergents and products that break down soils on surfaces, but disinfectants kill or inactivate microorganisms and pathogens, which is how we minimize the risk of disease transmission. We have several types of disinfectants that we use at Camp, and you may hear the term "deep clean" which, for Camp, will also mean disinfect.
- Cleaning Products and Proper Dilution Ratios
    - Please refer to the Cleaning Products Dilution Ratio instructions for appropriate product and dilution information for each product. Note: California Camps have a separate document.
    - If the Safety Data Sheet for any product used in Camp differs from Camp Bow Wow's stated requirements, the stricter requirement shall control.
    - Post the Cleaning Products Dilution Ratios and Tip Chart in the chemical utility area.
    - Maintain a complete Safety Data Sheet (SDS) notebook with all chemicals.
    - Required safety equipment needed in Camp includes safety goggles, rubber gloves and an eyewash station. Your state regulations may require additional equipment, it is your responsibility to know and meet those requirements.
    - Label all spray bottles with appropriate chemical labeling that are available from the distributors. Non-diluted stickers should go on the yard sprayers, and spray bottles should have a diluted chemical label.
    - Chemical solutions must be in contact with surfaces for a minimum of 10 minutes. Keep the Campers away from all wet surfaces until they are dry.
    - Always use cold water with Chemicals.
    - DO NOT USE BLEACH! NO BLEACH IS ALLOWED IN CAMP FOR ANY REASON.
        - Bleach is harmful to Campers, humans, and the various surfaces found in Camp.
        - Camp Cleaning products are designed to kill all pathogens, are safer for Campers and humans alike, and are not corrosive to the various surfaces in Camp.
- <u>Common Areas</u>.

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

- Lobby. Your front lobby's clean, neutral smell and appearance is a pet parent's first impression.
  - Ensure windows and glass doors are sparkling clean and streak-free
  - Ensure that the desk is dusted and clutter-free
  - Dust and clean computer equipment
  - Empty trash cans regularly
  - Vacuum lobby floor mats and have them cleaned regularly
  - Make sure that the floors are swept and mopped
  - Prepare mop buckets using the correct ratio of appropriate Chemicals
  - Refill buckets, as necessary, to ensure that disinfecting is done with clean water and solution
  - Do not allow Campers to drink out of the mop buckets
  - Sanitize mop heads in the washing machine on a daily/nightly basis using hot water cycle
  - Disinfect weekly with a spray bottle and correct ratio of appropriate Chemicals.
- Offices.
  - Keep the offices clean and clutter free
  - Dust office furniture
  - Dust and clean computer equipment
  - Empty trash cans regularly
  - Dry Mop & Wet mop at least twice a week
  - Disinfect weekly with a spray bottle and correct ratio of appropriate Chemicals
- Aisles.
  - Dry mop daily
  - Ensure there is no hair buildup
  - Mop daily with correct ratio of appropriate Chemicals
- Groom Room.
  - Clean the grooming/bathing areas and remove hair from drains, floors, and corners per the AM/PM checklist daily, and disinfect weekly
- Training Room.
  - Dry mop daily to remove hair build up
  - Disinfect weekly with correct ratio of appropriate Chemicals
  - Disinfect before and after any puppy class or play time
- Break Room.
  - Clean the break room per the AM/PM checklist, and disinfect weekly
- Restroom.
  - Clean the break room and restrooms per the AM/PM checklist, and disinfect weekly

- Camp Systems.
  - Smoke Detectors
    - Vacuum and test all smoke detectors at least once every 6 months and follow all other recommended service guidelines.
    - Ensure smoke detector is free of debris, hair, or other build up.
  - HVAC System
    - You must change your filters at least monthly or as required by the property owner or landlord.
  - Alarm System

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

        - Have periodic alarm system inspections per the alarm company's or the fire inspector's recommendations.
        - Ensure alarm system is free of debris, hair, or other build up.
    - Temperature Control System
        - Ensure this system is operating at all times, and conduct weekly temperature control system inspections (or more frequently, if recommended by the manufacturer).
        - Temperature control system should be free of debris, hair, or other build up.
    - Dryer Vents
        - Internal dryer vents must be cleaned at each used. External dryer vents should be checked monthly and cleaned at least quarterly.
- Play Yards
    - Play Equipment
        - Scrub and disinfect the top, sides and bottom surfaces of the play equipment with appropriate Chemicals.
    - Fencing
        - Scrub and disinfect the fencing and privacy panels that separate the play areas as well as the fence tops with appropriate Chemicals.
        - Use the proper spray nozzle.
        - Use a brush to scrub the fencing, refrigeration flaps and privacy slats.
    - "Poop Patrol"
        - Do not allow feces to accumulate in the play yards. Pick it up immediately so it is not visible on the Camper Cams and cannot be consumed by another Camper.
        - Use compactor bags in your poop cans because they are sturdy and they will not break if used properly. Do not fill the poop cans more than 1/2 full. Place them in an area where Campers cannot use them to escape from the play area.
    - Artificial Turf
        - Please refer to the manufacturer's instructions for proper care of your synthetic grass. All artificial turf must be kept in good condition, free of hair build-up and worn out areas must be replaced as necessary. Outdoor yards are to be sprayed daily using the foam gun.
    - Pea Gravel
        - Pea gravel develops a moat-like appearance after use, so rake it evenly throughout the outdoor play yards. It must also be raked evenly as it may build up against the fencing, making it easier for Campers to escape. Outdoor yards are to be sprayed daily using the foam gun.
    - Indoor Play Yards
        - Clean all urine and feces promptly and mop to disinfect with appropriate Chemicals
        - Dust all surfaces (red mailbox, top of fencing, hose reel, etc.).
        - Dry mop all aisles and play areas per the AM/PM checklist to cut down on the amount of hair that collects.
    - During evening mealtime:
        - Dry mop the play yards
        - Shop Vacuum all wall, fencing edges, and play equipment
        - Scrub and disinfect walls, fencing, and refrigeration flaps with appropriate Chemicals
            - Wet mop or auto scrub the floors

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

- Cabins
    - Disinfecting Instructions
        - Disinfect the Cabins after a Camper checks out with appropriate Chemicals
        - Disinfect Day Camp Cabins weekly
        - Ensure Cabin has been deep cleaned prior to new boarding check in
        - Remove any water and food bowls
        - Dust all surfaces of the Cabin inside and out
        - Sweep or vacuum the cabin to remove any fur prior to wet cleaning
        - Disinfect all cabin surfaces thoroughly, including the top, sides and floor both inside and outside from the top to the bottom
        - Use the brush to scrub all walls and doors
        - Scrub the cot
        - Scrub the floor with a floor brush and then mop out the cabin
        - Allow the cabin and floor to dry before use
    - After Breaks
        - After feeding the Campers breakfast, and after any rest periods in cabins, each cabin should be given a quick clean.
        - Sweep and mop the cabin.
        - Remove and change the water bowls.
        - Set up the Camper cot.
        - Organize any Camper belongings.
    - Teacup Condos
        - Campers may not be in Cabins during any disinfecting routines
        - Use a spray-and-wipe technique to clean the condos, diluting the appropriate Chemicals per the dilution ratio in the Chemical Dilution Ratio Sheet.
        - If the Cabins have removable flooring, remove the flooring and disinfect it over the mop sink. Do the same for the Potty Park or whatever approved apparatus you are using.
        - Walls should be spot-cleaned as needed and thoroughly cleaned weekly.
- A Pet Parent's first impression will always be on the cleanliness of your Camp. The Pet Parent should not smell any cleaner, disinfectant, or Campers.
- Your Staff will be doing a lot of cleaning, including but not limited to removing hair from floors and corners, and wiping down glass around the front door to make sure that the exterior is spotless.
- Your Staff should complete the duties listed in the AM Shift Duties and PM Shift Duties supporting tools.
- Supervisors should monitor this list to ensure that all tasks are completed daily.

Maintenance Guidelines Given to Camps

Camp Bow Wow® expects you to keep everything in Camp functioning and operational. The following are a few general tips:

- If you are unable to repair something, hire a professional.
- Install child protectors into electrical outlets to protect Campers.
- Maintain an appropriate height ladder for repairing lighting, HVAC, and access to the ceiling and roof.

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

- Adjust the tension on the front door to ensure that it does not easily open from either wind or a Camper pushing against it.
- Inspect cabins regularly to ensure that they are in proper working condition.
- Inspect the play equipment regularly. Check for cracks, sharp edges or loose bolts and make sure that all connectors are in place.
- Pup Pools - Camp Bow Wow® only allows "One Dog, One Bone" branded pools in white.
    - Do not store your pools outside during the colder months.
    - Empty pools regularly and refill with fresh water.
    - Monitor the pools closely when in use.
    - Sanitize the pools daily after use, and
    - Properly store pools when not in use by hanging, removing from yard or placing flat, right-side up.
- Fencing
    - Inspect your fencing daily. Ensure that there are no gaps, holes, loose bolts, or wires.
    - Inspect gates to ensure that they are tight and do not drag on the floor.
    - Ensure that gate clips are working and installed on all required gates.
    - Replace any chewed or missing privacy slats.
- Indoor Play Yards
    - Inspect your floors regularly and reseal any spots as needed.
    - Inspect wall surfaces and floors for cracks or any other damages.

Copyright 2019 Camp Bow Wow Franchising, Inc. All Rights Reserved.

Planning Commission Staff Report

Planning Commission Date:	**11/14/2019**
Town Council Date:	**12/2/2019**
Hearing Type:	**DRAFT RESOLUTION NO. 19-101 - A Resolution to Adopt the Parker Road Corridor Plan as a Part of the Parker 2035 Master Plan**
Location:	**Townwide**
Project Planner:	**Mary Munekata, Senior Planner**
Applicant:	**Town of Parker**
Executive Summary:	Parker Road is a regional state highway owned and maintained by the Colorado Department of Transportation (CDOT). Years of continued growth and development in Parker and surrounding jurisdictions has increased traffic - impacting infrastructure and adjacent land uses on Parker Road. The Parker Road Corridor Plan has developed an updated community vision for the corridor and has analyzed potential solutions and strategies to address mobility, land use and urban design issues in the corridor. These recommended strategies will guide future zoning, growth, development and investment in the corridor.
Staff Recommendation:	**Approval**

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council approve the proposed resolution adopting the Parker Road Corridor Plan as part of the Parker 2035 Master Plan."

ALTERNATIVE MOTIONS

"I move the Planning Commission recommend Town Council deny the proposed resolution adopting the Parker Road Corridor Plan as part of the Parker 2035 Master Plan."

"I move the Planning Commission vote to continue the recommendation of the proposed resolution adopting Parker Road Corridor Plan."

I. BACKGROUND/DISCUSSION

Parker Road (State Highway 83) is a regionally significant north/south transportation facility that extends 6.5 miles through the Town of Parker and is owned and maintained by the Colorado Department of Transportation (CDOT). It serves vehicular travel through Town and is also the Town's primary commercial corridor flanked by old and new commercial and residential development. The Town has received extensive feedback from various stakeholders on Parker Road over the years prompting the study and analysis that help to formulate the recommendations of this Plan. Multiple challenges have been identified in the corridor including:

- Is unattractive;
- Has inconsistent pedestrian and bike facilities;
- Is a barrier to east/west connectivity;
- Has increasing demand on roadway operations & capacity;
- Has to balance access and mobility;
- Has a lack of symbiotic relationship between land use and transportation; and
- Lacks an overall cohesive character.

The Parker Road Corridor Plan (the Plan) is a crucial initiative between the Town and CDOT to continue planning for changing mobility and land use needs into the year 2040. The primary objective of the Plan is to combine land use and transportation strategies. The two influence each other and must be planned together to maximize the roadway's operational efficiency and be contextually sensitive to surrounding land uses. The Plan will guide the Town and CDOT to better manage growth and land use development, improve travel safety and efficiency, and prioritize future infrastructure improvements for the corridor.

This Plan would not have been possible without the engagement of our community, businesses, partner agencies - *CDOT, Douglas County, Partnering for Parker's Progress (P3), E-470, multi-disciplinary staff, and Town leadership – including Planning Commission and Town Council.* Key to the success of this plan will be the continued collaboration between the vested partners, stakeholders, the community, and the Town to implement these recommendations.

Plan Purpose

The purpose of the Plan is to re-imagine this important corridor and create a policy document and roadmap that provides the Town and CDOT with implementable recommendations and future guidance for land use, urban design and multi-modal transportation decisions and improvements. The Plan identifies opportunities to address corridor issues and redefine the roadway through tailored strategies for near, mid and long-term. Transportation investment recommendations will directly support improved land development patterns, improved mobility and the enhanced economic sustainability of the Town, but only if action is taken now to plan for the future.

Planning Process & Approach

The Town and the planning/transportation consultant's approach to developing the Plan began with necessary planning and engineering analysis. The development of this plan also included an Economic Market Analysis of the Central Subarea commissioned by P3. The process included extensive public outreach including:

- Stakeholder Interviews
- Public Workshops
- Partner Coordination Meetings
- Interactive Project Website
- Presence at Town Events
- Online Surveys
- Social Media

Public engagement activities, the economic study, and the technical analysis then jointly informed the creation of solutions that balanced the regional mobility obligations of Parker Road, community expectations and standards, and economic development expectations.

Plan Goals

The updated community vision and goals seek to more closely align with the visions of the Parker 2035 Master Plan and the Transportation Master Plan - for Parker Road to serve as more than just a regional vehicular roadway, and better reflect residents' desires and high standards.

Parker Road will…

- *Provide context-appropriate gateway into and through the Town of Parker*
- *Support development that is diverse, sustainable and economically viable*
- *Maximize safety and efficiency of operations*
- *Be the economic spine which connects the eastern and western portions of Downtown*
- *Interconnect the Town's multimodal network*

Parker Road Corridor Plan Components

The Parker Road Corridor Plan is an integrated land use and transportation visioning and policy document to guide future public and private investments in the corridor. The Parker Road Corridor Plan features six (6) chapters:

Chapter 1: Introduction
Chapter 2: Planning Process
Chapter 3: The Corridor Yesterday, Today and Tomorrow
Chapter 4: The Vision, Goals and Planning Framework
Chapter 5: The Central Subarea Focus Plan
Chapter 6: Implementation

Plan Study Area

The Plan study area extends along Parker Road between the Town's northern and southern boundaries. The study area is broken up into the following three sub-areas:

1. Northern Subarea - From northern Town boundary/county line to Parkglenn Way
2. Central Subarea - Parkglenn Way to south of Hilltop Road
3. Southern Subarea - Generally Indian Pipe south to Town boundary (past Stroh Road)

Plan Subareas & Recommendations

- **Northern and Southern Subareas**

Land Use Recommendations: These areas are considered areas of stability with newer development in which land use and the transportation system generally align.

- Land uses in the **Northern** subarea should provide higher intensity commercial, residential and employment opportunities that benefit from the proximity to E-470 and Parker Road – but not dependent on direct access from Parker Road.
- Land uses in the **Southern** subarea should preserve the residential character with wide buffers along Parker Road and also provide neighborhood and community-serving commercial areas at important intersections.
- No amendments to the Parker 2035 Master Plan General Land Use Plan are recommended for these subareas.

Urban Design Recommendation: Design and implement a median and streetscape treatment for both subareas that reflects the high quality aspirations of Parker's gateways. Higher pedestrian activity and more intense streetscape/maintenance may be considered with a streetscape design in the Northern subarea with the recent increase in surrounding residential development. Improvements to streetscape conditions and the public realm aesthetics could include sidewalk improvements, landscaping (living and non-living), trees, benches, lighting, artwork, or district identification signage.

Transportation Recommendations: Transportation infrastructure is more balanced and in alignment with the vision and goals of the *Parker 2035 Master Plan* in both the Northern and Southern subareas. However, the Northern subarea also includes a section of Parker Road that carries the highest traffic volumes between Pine Lane and E-470. This section currently carries approximately 60,000 cars a day today with a projection of over 80,000 cars a day in 2040.

Some of the recommendations for the Northern subarea are the results of two key intersections analyzed by the consultant. These intersections will need improvements to maintain acceptable traffic levels of service (LOS) by 2040. This analysis considered several at-grade and grade-separated potential solutions. Following is the narrowed down list of feasible/viable potential solutions for further consideration by the Town and CDOT – identified as near-term (1-5 years), mid-term (5-10 years), or long-term (10-20 year) projects:

- ***Pine Lane*** – Near-term recommended capacity improvements; convert the northbound and southbound dedicated right turn lanes to shared through and right-turn lanes.
- ***Lincoln Avenue*** – Alternative improvements include;
  - Near-term; recommended capacity improvement by converting the northbound and southbound dedicated right turn lanes to shared through and right-turn lanes.
  - Near or Mid-term Michigan Lefts; At-grade intersection improvement.
  - Long-term; Single Point Urban Interchange (grade separated interchange).

No intersections were identified for needing further analysis in the Southern subarea.

The full list of recommendations for both subareas can be found in the Implementation chapter of the Plan and include investment in strategic multimodal transportation improvements that maximize safety and efficiency of the corridor and providing options to use of alternative routes to take trips off of Parker Road.

- **Central Subarea**:

The Central subarea was the main focus the Parker Road Corridor Plan. This subarea is part of the Central Commercial, Light Industrial and Mainstreet Master Plan character areas of the *Parker 2035 Master Plan*. This subarea represents significant land use and transportation misalignment with the master plan. Two distinct portions of this subarea have been identified as areas most likely to see transition over the next 10-20 years due to the presence of many older developments and underutilized parcels positioned for redevelopment.

Land Use Recommendations:

- Update the *Parker 2035 Master Plan* and zoning to allow for higher intensity redevelopment of underutilized (soft) parcels.
- Update the *Parker 2035 Master Plan* and zoning to reflect and improve the mix of commercial land uses and employment west of Parker Road.

Urban Design Recommendation: Design and implement a median and streetscape through the Central subarea that embraces Parker Road as its signature address. Higher pedestrian activity and more intense streetscape/maintenance should be considered with a streetscape design.

Transportation Recommendations: The Plan recommends the following priorities within this subarea:

- Commit to context sensitive multimodal operational and safety transportation improvements, including the crossing of the Mainstreet and Parker Road intersection.
- New local streets and connectivity for better traffic distribution in the corridor.
- Improve access management along Parker Road

Two key intersections were analyzed by the consultant in the Central subarea as needing improvements to maintain acceptable traffic levels of service (LOS) by 2040. This analysis considered several at-grade and grade-separated potential solutions. Following is the narrowed down list of feasible/viable potential solutions for further consideration by the Town and CDOT – identified as near-term (1-5 years), mid-term (5-10 years), or long-term (10-20 year) projects:

- ***Mainstreet Alternatives***
  - Mid-term; At-grade Continuous Flow Intersection/Displaced lefts at Longs Way. Least costly option (~ $7M) and will provide a high 2040 LOS B. This option provides medium redevelopment potential, is less consistent/compatible with adjacent land uses and the 2035 Master Plan and the community vision.
  - Mid-term; At-grade Continuous Flow Intersection/Displaced lefts at O'Brien Park. Less costly option (~ $10M) and will provide a high 2040 LOS B. This option provides high redevelopment potential and less economic impact (annual tax loss).

- Long-term; Grade-separated Diamond Interchange with Roundabout. Most costly option (~$43M) but would provide the highest 2040 LOS (A/B). Due to the need for full acquisitions, this option has more negative economic impacts, less redevelopment potential, and is the most incompatible option with adjacent land uses and the preservation of community character. This option is the least consistent with the 2035 Master Plan and the community vision.

- ***Twenty Mile Road/Hilltop*** - Near or mid-term; Continuous Flow Intersection

The full list of recommendations for both subareas can be found in the Implementation chapter of the Plan and include investment in strategic multimodal transportation improvements that maximize safety and efficiency of the corridor and providing options to use of alternative routes to take trips off of Parker Road.

Implementation

The Parker Road Corridor Plan is a living document that will require periodic updating to reflect progress made, consider potential additional strategies and respond to unforeseen opportunities and challenges. The final chapter of the Plan, Chapter 6 - Implementation, summarizes the land use and transportation recommendations and lists the recommended actions in each subarea.

Next steps after adoption of the Plan include:

- Updating the *Parker 2035 Master Plan* for integration of land use policy & changes;
- Implement zoning modifications to allow for more appropriate land uses in certain areas;
- Formalize an Intergovernmental Agreement with CDOT to implement an updated access plan;
- Collaboration with Douglas County and CDOT on a Planning and Environmental Linkages (PEL) study or National Environmental Policy Act (NEPA) process such as an Environmental Assessment (EA) to further define the purpose and need for specific transportation projects in the corridor and to position the Town for application of federal transportation funding through the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP); and
- Begin commitment and prioritization of transportation investments that maximize both transportation/mobility and catalyze economic development opportunities.

II. CONCLUSION

The Parker Road Corridor Plan will provide future guidance for the Town and CDOT regarding transportation and land use decisions and investments for Parker Road into the year 2040.

Staff recommends that the Planning Commission recommend Town Council approve the proposed resolution adopting the Parker Road Corridor Plan.

III. ATTACHMENTS

1. Draft Resolution No. 19-101

Report Approved By: Bryce Matthews, Planning Manager
Through: Jason Rogers, Deputy Community Development Director

RESOLUTION NO. 19-101, Series of 2019

TITLE: A RESOLUTION TO ADOPT THE PARKER ROAD CORRIDOR PLAN, AS A PART OF THE PARKER 2035 MASTER PLAN

WHEREAS, pursuant to C.R.S. § 31-23-206, it is the duty of the Town of Parker Planning Commission (the "Planning Commission") to make and recommend adoption of a master plan for the physical development of the municipality;

WHEREAS, pursuant to C.R.S. § 31-23-206(a), the Planning Commission shall make recommendations as part of the adoption of the master plan for the development of the Town of Parker and outlying areas, including the general location, character, and extent of existing, or proposed streets, roads, rights-of-way, and highways;

WHEREAS, pursuant to C.R.S. § 31-23-207, the master plan shall be made with the general purposes of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity and general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provisions for traffic, the promotion of safety from fire, floodwaters and other dangers, adequate provisions for light and air, the promotion of healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the promotion of energy conservation and adequate provisions of public utilities and other public requirements;

WHEREAS, pursuant to C.R.S. § 31-23-208, the Planning Commission may recommend adoption of the master plan as a whole by a single resolution or may, by successive resolutions, recommend adoption of successive parts of the plan, and may recommend adoption of any amendments or extensions thereof or additional thereto;

WHEREAS, pursuant to Section 6.3 of the Town of Parker Home Rule Charter, the Planning Commission shall prepare and submit to the Town Council of the Town of Parker (the "Town Council") the update of the master plan, in whole or in part, for approval by Town Council;

WHEREAS, the Town Council determined it is appropriate to adopt the Parker Road Corridor Plan (the "Plan"), as a part of Parker 2035 Master Plan;

WHEREAS, the proposed Plan, when adopted, will amend and become part of the Parker 2035 Master Plan by reference;

WHEREAS, the Town's Community Development Department, in coordination with Engineering/Public Works, Parks and Recreation, Economic Development and P3, along with the Town's consultant, Kimley-Horn, has completed the final draft of the Plan;

WHEREAS, the Plan will help achieve various Strategic Goals adopted by the Town Council, including: Promote a Safe and Healthy Community, Enhanced Economic Vitality, and Develop a Visionary Community Through Balanced Growth;

WHEREAS, there is a direct relationship between land use planning and transportation infrastructure and the two need to work together for the economic, social and physical benefits of the Town;

WHEREAS, the Town's transportation facilities and land uses influence each other by shaping land development patterns and affecting mobility and travel patterns including multimodal transportation choices such as vehicular, walking, biking, transit and other forms of travel, and impacting the economic health and vitality of Parker; WHEREAS, the Plan addresses combined land use and transportation priorities of the Town and has identified potential solutions within the corridor for managing the continued physical growth, economic development and multi-modal mobility in the community that align with the adopted Parker 2035 Master Plan;

WHEREAS, the Plan's implementation strategies will assist the Town in identifying necessary actions, capital improvements, programs and projects to effectuate the Plan;

WHEREAS, the following Town documents and plans were used and/or integrated into the Plan as necessary and are on file at the Town Clerk's Office:

- Parker 2035 Master Plan
- CDOT State Highway 83 Corridor Optimization Plan
- CDOT State Highway 83 Access Management Plan
- Parker Mainstreet Master Plan;
- Parker Transportation Master Plan
- Parker Complete Streets Policy
- Parker Capital Improvement Program (10 year)

WHEREAS, the planning approach utilized for the Plan reflected the integrated nature of the effort to address corridor land use and transportation, by developing recommendations through close coordination with the corridor's vested partners (including interdisciplinary departments within the Town of Parker and the Colorado Department of Transportation, Douglas County and the E-470 Public Highway Authority), active engagement of the corridor's stakeholders, and meaningful conversations with, and feedback from, the larger Parker community;

WHEREAS, the Town Council held a study session on January 14, 2019, to review and comment on the proposed Plan;

WHEREAS, the Planning Commission held a study session on January 10, 2019, to review and comment on the proposed Plan; and

WHEREAS, the Planning Commission held a public hearing on November 14, 2019, and recommended to the Town Council approval of the Parker Road Corridor Plan, as a part of the Parker 2035 Master Plan;

WHEREAS, the Town Council held a public hearing on December 2, 2019, and approved the Parker Road Corridor Plan, as a part of the Parker 2035 Master Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, AS FOLLOWS:

Section 1. The Town Council of the Town of Parker hereby adopts the Parker Road Corridor Plan, which is attached hereto as **Exhibit A** and incorporated herein by this reference, as a part of the Parker 2035 Master Plan.

Section 2. The Town Council directs that a copy of the Parker Road Corridor Plan shall be filed with the Douglas County Clerk and Recorder.

Section 3. The Town Council supports the implementation of the Parker Road Corridor Plan and directs staff to request that the Colorado Department of Transportation (CDOT) take any and all actions to align their plans, programs and projects with the Corridor Plan including but not limited to updating the State Highway 83 Corridor Optimization Plan and State Highway 83 Access Management Plan consistent with the Plan.

RESOLVED AND PASSED this _____ day of _____, 2019.

TOWN OF PARKER, COLORADO

_____
Mike Waid, Mayor

ATTEST:

_____
Carol Baumgartner, Town Clerk

DRAFT

EXHIBIT A

Town of Parker Parker Road Corridor Plan

(*Attached beginning on following page*)

DRAFT

Exhibit A

PARKER ROAD
CORRIDOR PLAN

"Moving People, Creating Places"

PARKER COLORADO

October 2019

ACKNOWLEDGMENTS

The Town would like to thank all who were involved in this project for your assistance and valuable input.

This project would not have been possible without the participation of the citizens in the public outreach process and the commitment from our Project Committee & Partners.

PROJECT MANAGEMENT

John Fussa, *Community Development Director*

Jason Rogers, *Deputy Community Development Director, P3 Executive Director*

Bryce Matthews, *Planning Manager*

Mary Munekata, *Senior Planner*

Troy Russ, *Kimley-Horn, Project Consultant*

TECHNICAL ADVISORY PROJECT COMMITTEE & PARTNERS

Tom Williams, *Engineering/Public Works*

Chris Hudson, *Engineering/Public Works*

Dave Aden, *Engineering/Public Works*

Alex Mestdagh, *Engineering/Public Works*

Dennis Trapp, *Parks and Recreation*

Weldy Feazell, *P3 (Urban Renewal Authority)*

Matt Carlson, *Economic Development*

Andy Anderson, *Communications*

Carolyn Washee-Freeland, *Community Development*

Carrie DeJiacomo-Wiedner, *Colorado Department of Transportation*

Paul Scherner, *Colorado Department of Transportation*

Thomas Magenis, *Colorado Department of Transportation*

Rick Solomon, *Colorado Department of Transportation*

Jessica Myklebust, *Colorado Department of Transportation*

Art Griffith, *Douglas County*

Kathie Haire, *Douglas County*

PARKER PLANNING COMMISSION

Gary A. Poole, *Chair*

Duane Hopkins

Eliana Burke, *Acting Vice Chair*

Richard Foerster

Erik Frandsen

John Howe, *Vice Chair*

Ruth Ann Nelson

Susan Caudill, *Alternate*

Tracie Manske, *Alternate*

Kimberly Rodell, *Alternate*

Kelly Hickler, *Past Commissioner*

Sasha Levy, *Past Commissioner*

Robert Moffitt, *Past Commissioner*

PARKER TOWN COUNCIL

Mike Waid, *Mayor*

John Diak

Debbie Lewis

Cheryl Poage

Joshua Rivero

Jeff Toborg

Renee Williams

Josh Martin, *Past Councilmember*

PUBLIC HEARINGS

Planning Commission, November 14, 2019

Town Council, December 2, 2019

01 INTRODUCTION

11
01 | BACKGROUND

13
02 | THE PLAN AND STUDY AREA

14
03 | RELATIONSHIP TO OTHER PLANS AND POLICIES

16
04 | HOW TO USE THIS PLAN

02 PLANNING PROCESS

21
01 | THE PLANNING APPROACH

22
02 | VESTED PARTNERS

24
03 | CORRIDOR STAKEHOLDERS

26
04 | THE COMMUNITY AT LARGE

30
05 | PLANNING COMMISSION AND TOWN COUNCIL

03 THE CORRIDOR YESTERDAY, TODAY, AND TOMORROW

34
01 | HISTORY AND EVOLUTION OF THE CORRIDOR

36
02 | NATURAL SYSTEMS AND REGIONAL STREET NETWORK

38
03 | ROADWAYS AND TRAFFIC OPERATIONS

40
04 | SIDEWALKS AND TRAIL INFRASTRUCTURE

42
05 | TRANSIT OPERATIONS

44
06 | LAND USES AND COMMUNITY CHARACTER

46
07| AGE OF DEVELOPMENT AND PROPERTY ACCESS

48
08 |CURRENT ZONING AND LOCAL NETWORK

50
09 | MARKET ANALYSIS

52
10 | 2035 MASTER PLAN ALIGNMENT

53
11 |CONCLUSIONS

55
12 | STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

04 VISION, GOALS, AND PLANNING FRAMEWORK

59
01 | CORRIDOR VISION

59
02 | CORRIDOR GOALS

60
03 | NORTHERN SUBAREA

62
04 | CENTRAL SUBAREA

64
05 | SOUTHERN SUBAREA

66
06 | CORRIDOR TRANSPORTATION OBJECTIVES

76
07 | TRANSPORTATION SUMMARY

77
08 | PLANNING FRAMEWORK

05 THE CENTRAL SUBAREA FOCUS PLAN

80
01 | THE CHARACTER ZONES

81
02 | SUBAREA'S TRANSPORTATION PRIORITIES

82
03 | CENTRAL COMMERCIAL AND EMPLOYMENT CHARACTER ZONE

84
04 | WESTERN GREATER DOWNTOWN CHARACTER ZONE

94
05 | RECOMMENDATIONS AND NEEDED ACTIONS

06 IMPLEMENTATION

98
01 | INTRODUCTION

99
02 | TRANSPORTATION INVESTMENTS

103
03 | LAND USE AND COMMUNITY DESIGN

103
04 | PROJECT PHASING AND ACTION PLAN

LIST OF FIGURES

Figure 1-1 Regional Location.....10

Figure 1-2 Study Area.....12

Figure 2-3 Project Stakeholders, Vested Partners, and the Decision Process.....20

Figure 2-4 Stakeholder Representatives 25

Figure 2-5 Corridor Plan Process Chart.....31

Figure 3-6 History of the Corridor.....35

Figure 3-7 Natural Systems 36

Figure 3-8 Roadway and Traffic Operations.....38

Figure 3-9 Sidewalks and Trail Infrastructure 40

Figure 3-10 Transit Operations.....42

Figure 3-11 Age of Development and Property Access.....46

Figure 3-12 Current Zoning and Local Street Network.....48

Figure 3-13 Market Analysis.....50

Figure 3-14 Soft Parcels.....50

Figure 3-15 2035 Master Plan.....52

Figure 3-16 Parker 2035 Master Plan Alignment.....54

Figure 4-17 Corridor Vision.....58

Figure 4-18 Northern Subarea Streetscape.....61

Figure 4-19 Northern Subarea Vision.....61

Figure 4-20 Central Subarea Streetscape.....63

Figure 4-21 Central Subarea Vision.....63

Figure 4-22 Southern Subarea Streetscape.....65

Figure 4-23 Southern Subarea Vision.....65

Figure 4-24 Pedestrian and Bike Improvements.....67

Figure 4-25 Intersection Conditions 68

Figure 4-26 Transportation Framework.....76

Figure 4-27 Planning Framework.....77

Figure 5-28 Central Subareas Character Zones.....80

Figure 5-29 Central Subarea Transportation Priorities.....81

Figure 5-30 Proposed Land Use Character Areas.....82

Figure 5-31 Proposed New Street Cross-Section.....82

Figure 5-32 Illustrative Urban Design Plan.....83

Figure 5-33 Proposed Land Use Character Area.....84

Figure 5-34 - 3D Rendering, A view along Mainstreet looking west to a grade-separated diamond interchange with roundabout. The elevated Parker Road visually separates Parker's Greater Downtown District, isolating the Town's historic downtown from west Mainstreet.....84

Figure 5-35 Illustrative Urban Design Plan.....85

Figure 5-36 Mainstreet Grade-Separated Intersection.....86

Figure 5-38 Properties Impacted. Likely impacted parcels with a grade-separated diamond interchange with roundabouts at Mainstreet and Parker Road.....87

Figure 5-37 Aerial Rendering, Anticipated redevelopment with the grade-separated diamond interchange with roundabouts at Mainstreet and Parker Road. 87

Figure 5-40 - 3D Rendering, A view along Mainstreet looking west to an at-grade displaced left CFI. Future redevelopment will link historic downtown with west Mainstreet.....88

Figure 5-39 Proposed New Street Cross Section.....88

Figure 5-41 Illustrative Urban Design Plan.....89

Figure 5-42 Mainstreet At- Grade Intersection.....90

Figure 5-43 Properties Impacted. Likely impacted parcels with an at-grade dispersed left CFI intersection for Parker Road and Mainstreet.....91

Figure 5-44 Aerial Rendering, Anticipated redevelopment with the at-grade dispersed left CFI intersection for Parker Road and Mainstreet. 91

Figure 5-45 Aerial Perspective, Expected redevelopment and O'Brien Park expansion with the proposed at-grade solution. 92

Figure 5-46 Corridor Projects.....102

01

INTRODUCTION

01 BACKGROUND 11

02 THE PLAN AND STUDY AREA 13

03 RELATIONSHIP TO OTHER PLANS AND POLICIES 14

04 HOW TO USE THIS PLAN 16

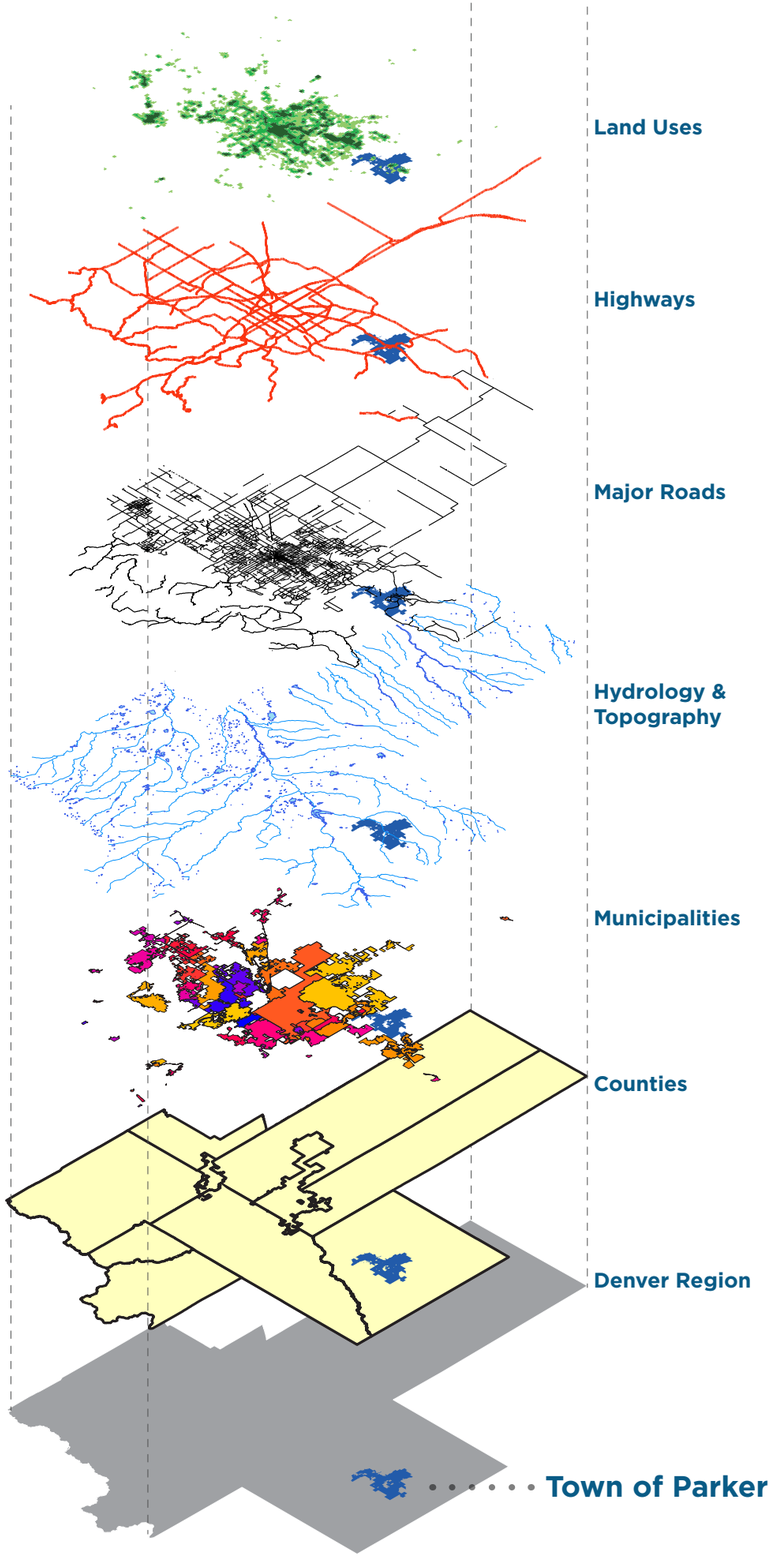


Figure 1-1 Regional Location

The Town of Parker encompasses 20.8 square miles and is located in northern Douglas County twenty miles southeast of Denver.

01 | BACKGROUND

A community's land uses are intrinsically linked to the design and function of the transportation facilities and network that serve them. Land use decisions affect transportation decisions and, in turn, transportation investments powerfully affect how land uses develop. Transportation investments sometimes occur before land use investments, but frequently, land use decisions are made before transportation funding. Most land use and transportation coordination challenges occur because decisions for each are made by different actors, at different geographic scales, and in different time frames.

Parker Road (SH 83) is owned and maintained by the Colorado Department of Transportation (CDOT). The highway is a critical transportation corridor in CDOT's portfolio, serving the Denver Region and Colorado Front Range. It is one of only two major north/south corridors (the other being Interstate 25) that traverse Douglas County, connecting Denver to Colorado Springs. As growth occurs in Parker and the Denver Region, transportation demand in the corridor will continue to increase.

In addition to providing regional connections, Parker Road also functions as the Town's primary commercial corridor and economic spine. The highway interconnects the Town and functions as the community's identifiable gateway corridor. Between 2000 and 2010, Douglas County's population grew 62%, which placed it among the fastest-growing counties in the United States. Acording to the US Census Burearu, the Town of Parker has grown 22% since 2010, adding 10,300 residents. As transportation demand increases along Parker Road, the municipal needs and community character expectations for the corridor will continue to grow.

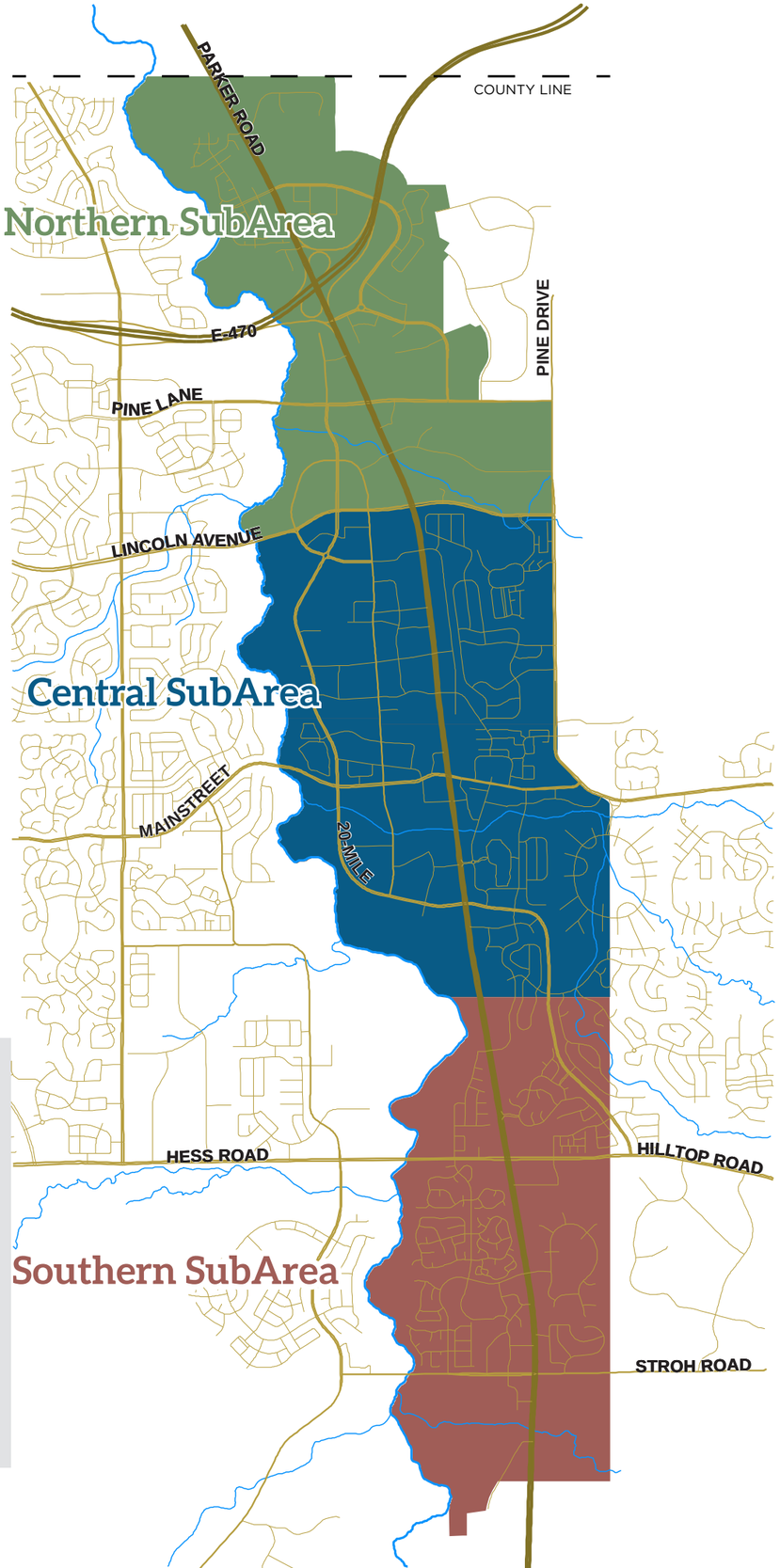


Figure 1-2 Study Area

The study area of the Parker Road Corridor Plan extends along Parker Road between the Town's northern and southern boundaries and includes areas generally between Cherry Creek on the west and Pine Drive and Hilltop Road to the east

The study area is broken up into three sub-areas: the Northern, Central, and Southern Sub-Areas.

02 | THE PLAN AND STUDY AREA

CDOT's transportation investments in Parker Road have influenced the shape and economic performance of the different land uses along the corridor. Some of these investments have proven to be unsustainable. Similarly, land development patterns have influenced the function and capacity of Parker Road—some proving beneficial but impacting the efficiency and safety of the highway.

Developing a strong integrated land use and transportation strategy is an important objective of the Parker Road Corridor Plan. This Corridor Plan has been developed as a combined land use and transportation plan for the Town and CDOT to better manage growth and land development, improve travel safety and efficiency, and prioritize future infrastructure strategies and options for the Parker Road corridor.

The Corridor Plan will function as a roadmap that coordinates both the Town's and CDOT's policies and programming for future land development approvals and transportation investments.

LAND USE

The Corridor Plan will further define the Town's desired community character and land use mixture for Parker Road. The land use elements of the plan will guide Town decisions regarding:

- Updating development standards
- Updating the Parker 2035 Master Plan
- Guiding staff response to zoning change requests
- Updating public dedication requirements for roadways and other public amenities
- Partnering for redevelopment along corridor
- Review of development and redevelopment within the corridor

TRANSPORTATION

The Corridor Plan will outline a transportation strategy in the corridor for both CDOT and the Town, which will guide decisions regarding:

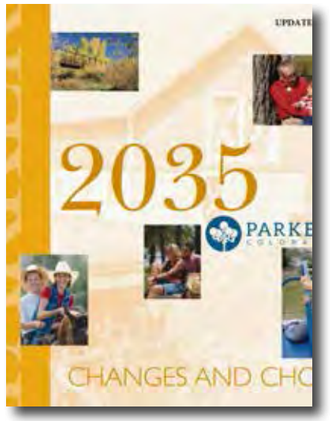
Improving safety along the corridor

- Defining future public and private access to and from the highway
- Serving the regional mobility obligations and demand on the corridor
- Establishing alternative transportation solutions for Parker Road
- Prioritizing capital improvement projects for all modes of transportation
- Responding to the community's economic and placemaking expectations
- Identifying improvements to the supporting street network necessary to serve the corridor's current and future multimodal mobility challenges

03 | RELATIONSHIP TO OTHER PLANS AND POLICIES

The Corridor Plan serves as an element of the *Parker 2035 Master Plan* and will guide future updates to CDOT's *State Highway 83 Corridor Optimization Plan* (Optimization Plan) and *State Highway 83 Access Management Plan* (Access Management Plan). The Corridor Plan's study area and some recommendations also inform portions of the recently completed Mainstreet Master Plan.

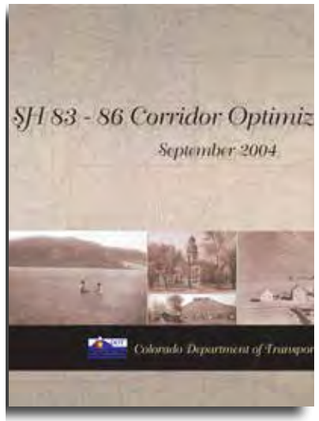
PARKER 2035 MASTER PLAN



This master plan outlines a policy framework and recommendations that guide changes to the physical, social, and economic environment of Parker. Maintaining a "hometown feel" is the predominant theme throughout the document. This Plan is used by Town staff to evaluate and make recommendations to Planning Commission and Town Council on regulatory and policy changes, proposed annexations, zonings, and budgeting.

The study area for the Corridor Plan includes several "character areas" from the 2035 Master Plan. Recommendations identified in this Corridor Plan provide a finer-grain examination of the Town within this study area. The Corridor Plan functions as a refined vision for the corridor to guide future public and private investments.

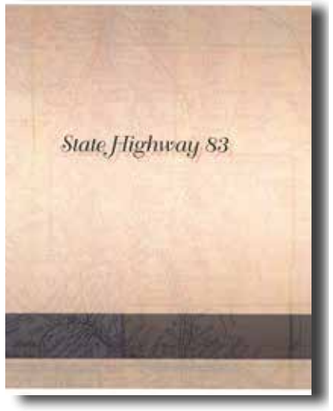
STATE HIGHWAY 83 CORRIDOR OPTIMIZATION PLAN



CDOT conducted a corridor optimization study for Parker Road in 2004. The study outlined Town-supported transportation strategies to meet future travel demands along the Parker Road corridor while considering modal mix, capacity, access, land use, cost, and funding options. The Optimization Plan was successfully employed by the Town and CDOT to preserve critical right-of-way for Twenty-Mile Road, Dransfeldt Road, and other parallel roways within the Parker Road Corridor.

Intended to update the optimization Plan, the Corridor Plan defines the transportation strategy for Parker Road for the next 20 years and is supported by the Town, CDOT, and Douglas County.

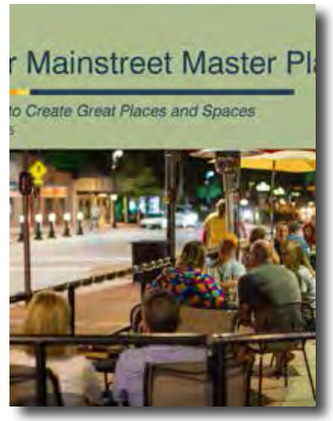
STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN



CDOT and the Town entered into an Intergovernmental Agreement (IGA) in 2004, defining public and private access requirements for Parker Road. Developed in coordination with the transportation strategy outlined in the Optimization Plan, the Access Management Plan defines specific access standards and driveway spacing requirements for properties along Parker Road. The Access Management Plan is used by the Town when reviewing development applications along the corridor.

The Corridor Plan is intended to guide the Town's and CDOT's update of the Access Management Plan and IGA. A new IGA governing the regulatory implementation of Parker Road's new 20-year transportation strategy and property access requirements should accompany the adoption of this Corridor Plan.

MAINSTREET MASTER PLAN



The Mainstreet Master Plan discusses improving the downtown through policy changes and design aesthetics that maintain the charm of the area,

while allowing for growth. While the plan describes many areas of improvement, "enhancing the pedestrian environment" is a significant topic, especially with increased development intensity and activity in the area.

The Plan offers further suggestions on the enhancement of the pedestrian environment through street design and ground floor land use recommendations along Mainstreet—both east and west of Parker Road.

The Parker Mainstreet Master Plan specifically recommends enhanced traffic-calming techniques on Town streets and an improved pedestrian connection along Mainstreet crossing Parker Road.

Purpose - The Parker Road Corridor Plan is a policy document. To achieve the community's refined land use and transportation vision for the corridor described in the Corridor Plan, regulatory changes must be adopted in the development regulations of the Parker Municipal Code, including the incorporation of new development design guidelines for the area.

The Corridor Plan continues to support the policy that requires private property owners to build or dedicate appropriate public infrastructure or land when developing or redeveloping properties. Other public investments will be made by the Town, or in partnership with Douglas County, CDOT, or the E-470 Public Highway Authority through the annual capital budgeting process.

04 | HOW TO USE THIS PLAN

The Parker Road Corridor Plan defines the Town of Parker's and CDOT's integrated land use and transportation vision for the corridor to guide future public and private investments. The document is divided into five sections:

02 | PLANNING PROCESS

Describes partnership between the Town, CDOT, and Douglas County, and the public involvement and community outreach efforts used to develop the Plan.

03 | THE CORRIDOR YESTERDAY, TODAY, AND TOMORROW

Provides the context influencing the physical and operational conditions in the study area and illustrates the strengths, weaknesses, opportunities, and threats affecting the corridor's land use and transportation performances.

04 | THE VISION, GOALS, AND PLANNING FRAMEWORK

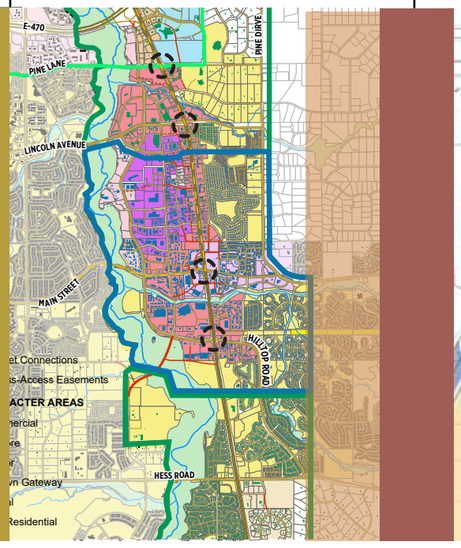
Describes the general land use and transportation goals for the plan, referred to as the Measures of Success, and the corridor-wide strategies to guide future action in the corridor.

05 | THE CENTRAL SUBAREA FOCUS PLAN

Includes detail maps and illustrations describing the desired land uses; building character; and street, trail, and park improvements for the area between Lincoln Avenue on the north and Twenty Mile Road on the south.

06 | IMPLEMENTATION

Describes the steps necessary to achieve the plan's goals and includes cost estimates for the anticipated phasing of public improvements.



02

PLANNING PROCESS

01 | THE PLANNING APPROACH 21

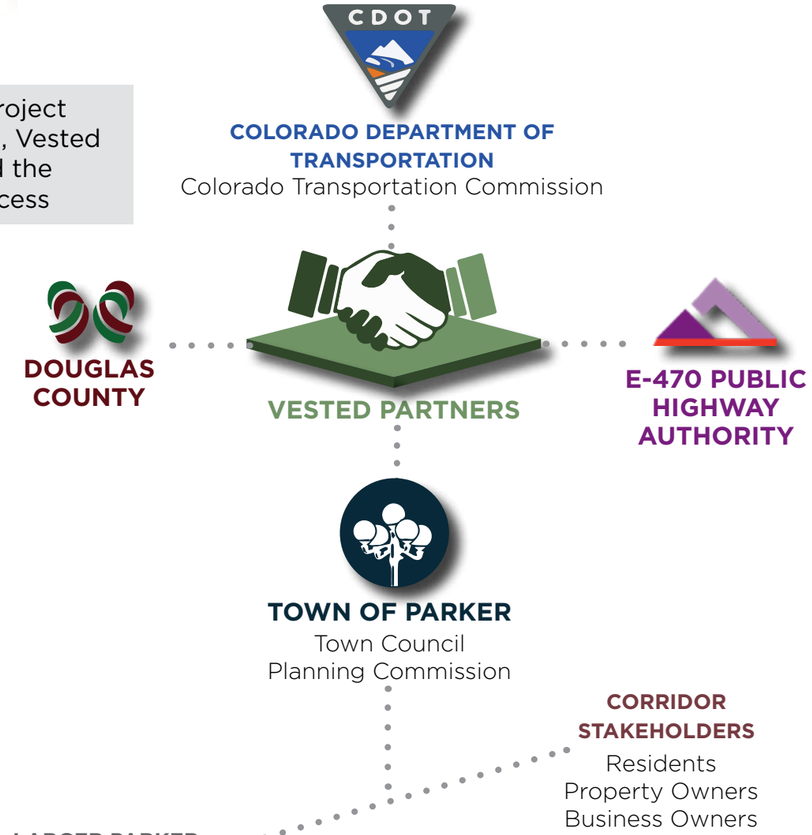
02 | VESTED PARTNERS 22

03 | CORRIDOR STAKEHOLDERS 24

04 | THE COMMUNITY AT LARGE 26

05 | PLANNING COMMISSION AND TOWN COUNCIL 30

Figure 2-3 Project Stakeholders, Vested Partners, and the Decision Process



01 | THE PLANNING APPROACH

The planning approach utilized for the Parker Road Corridor Plan reflected the integrated nature of the effort to address corridor land use and transportation. The planning process, including the community outreach effort, helped develop recommendations through:

- Close coordination with the corridor's **vested partners**;
- Active engagement of the **corridor's stakeholders**; and
- Meaningful conversations with, and feedback from, the **larger Parker Community.**

The approach outlined the necessary planning and engineering analysis and corresponding decisions in a logical sequence to connect back to community goals outlined in the *Parker 2035 Master Plan* and the mobility objectives of the *Parker Transportation Master Plan.*

The Corridor Plan's technical milestones corresponded with public engagement activities to inform decisions made by the Town and CDOT. The effort focused on creating balanced solutions that addressed the realities of the often-competing expectations between enhanced regional mobility and local community livability and economic development. A successful integrated land use and transportation plan for Parker Road requires ongoing coordination and collaboration from the Town of Parker and CDOT.

THE CORRIDOR'S MOBILITY AND ECONOMIC FUTURE RELIES ON THE ONGOING COLLABORATION AND PARTNERSHIP BETWEEN THE VESTED PARTNERS, STAKEHOLDERS, AND THE COMMUNITY AT LARGE.

02 | VESTED PARTNERS

Parker Road is a regionally significant transportation corridor which traverses Parker and functions as the Town's primary commercial corridor. The highway interconnects many of the Town's resources and community amenities while also serving the regional mobility needs of the southern Front Range. As such, Parker Road has several vested partners internal to the Town, at CDOT, and within Douglas County.

The planning process employed for this plan included conducting seven regular working sessions between the project's vested partners to ensure the analysis and recommendations from the effort reflected each partner's expectations and priorities. These working sessions coincided with key decisions and were informed by community input. The Parker Road corridor's vested partners include:

TOWN OF PARKER

The Town of Parker is responsible for many of the physical, social, and economic decisions affecting the Study Area. While the Town is a single entity, many different departments within the Town have various responsibilities in the form and function of Parker Road. Collectively, these varying priorities have all contributed to the Town of Parker's multi-layered vision for the corridor.

The following Departments actively influenced the outcome of the Parker Road Corridor Plan and will continue to play a significant role in implementation of the recommendations and actions highlighted in the plan. The overall success of this plan depends on comprehensive coordination and collaboration between the City's Departments.

The Community Development Department is responsible for implementing land use and regulatory changes to the Land Development Ordinance to ensure private development investments in the corridor contribute to the long-term success of the corridor as envisioned in the Plan.

Engineering and Public Works Department is responsible for implementing and maintaining municipal transportation investments which serve the mobility, land use, and economic development needs of the Parker Road Corridor.

Parks and Recreation Department is responsible for the planning, design, and operations of the recreational trails, open space properties, and several parks that may be impacted or enhanced by the recommendations within the Plan.

Partnering for Parker's Progress (P3) is the Town's Urban Renewal Authority, which manages three districts along the Parker Road Corridor. P3Parker has the potential to help implement the Parker Road Corridor Plan by facilitating partnerships with the private sector and supplementing the public funding of corridor projects that align with the authority's core mission.

Other Departments within the Town play contributing roles in informing the planning process, influencing recommendations, and guiding implementation of the Plan, including Town Administration, Economic Development, Police, Finance, and Communications.

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

CDOT is responsible for maintaining safe and efficient Federal Interstates, U.S. highways, and Colorado state highways. Parker Road (SH 83) is a state highway which provides critical north/south mobility in Douglas County, El Paso County, and the southern Denver Metropolitan Region. Any transportation investment or access changes along Parker Road must be permitted by CDOT.

DOUGLAS COUNTY

Douglas County is a regional mobility partner with the Town of Parker and CDOT. Since the 1990s, Douglas County has been one of the fastest-growing counties in the United States. Douglas County's Transportation Department works closely with its five municipalities, along with CDOT, E-470 Public Highway Authority, and the Denver Regional Council of Governments (DRCOG), to develop transportation solutions and identify funding partnerships.

The Douglas County Community Development Department also reviews and approves new development/land uses south of Town which impact the corridor.

E-470 PUBLIC HIGHWAY AUTHORITY

E-470 is a political subdivision of the State of Colorado responsible for operating, maintaining, and improving the 47-mile tolled expressway. E-470 serves the eastern Denver Region connecting with I-25 in the southern and northern parts of the metropolitan area. The Expressway crosses the northern portion of the Parker Road Corridor in Parker. The Town of Parker, CDOT, and Douglas County will need to partner with E-470 to improve the efficiency of the Parker Road intersection and E-470's exit ramps connecting to Parker Road.

03 | CORRIDOR STAKEHOLDERS

Prior to conducting a detailed data collection and corridor analysis, the Town of Parker facilitated one-on-one interviews with key stakeholders and focus group sessions with corridor residents, property owners, and businesses to identify stakeholder issues, concerns, and expectations in the corridor. Potential strategies and solutions were also screened with stakeholders.

Information gathered in these interviews and focus group meetings were shared with the corridor's vested partners to advance their understanding of opportunities and potential solutions.

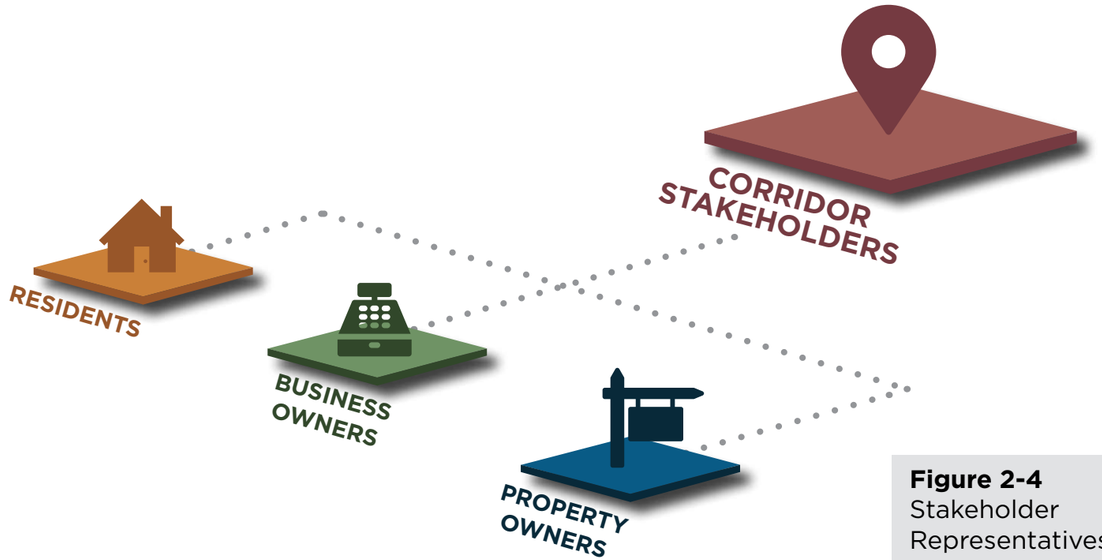
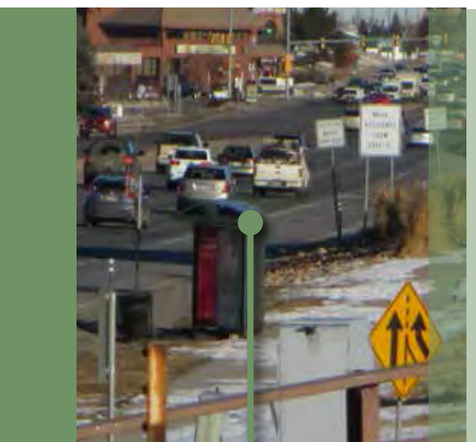


Figure 2-4
Stakeholder Representatives

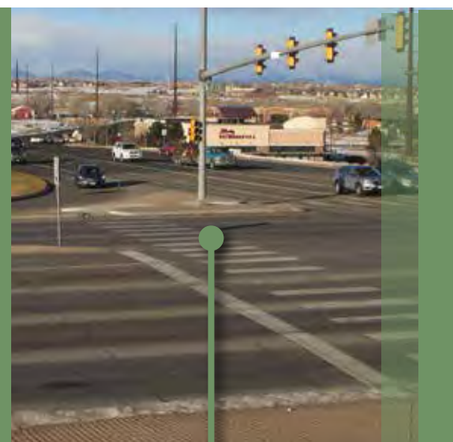
Common themes revealed during the stakeholder interviews and focus group meetings included:

"Parker Road is aesthetically unpleasing and not reflective of the Town of Parker's quality of life"

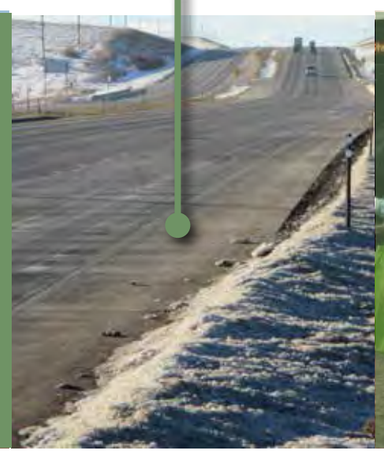


"Congestion on the corridor is frustrating"

"East-west crossing of Parker Road is challenging"



"The center portion of the corridor defines Parker while the north and south portions could be anywhere"



"Improved transit is needed in the corridor"

"The corridor needs a safer walking and bicycling environment"

04 | THE COMMUNITY AT LARGE

An outreach effort for the community at large informed the corridor's vested partners and their decisions and recommendations. The corridor's key planning and design efforts were organized around two community workshops. Public input from the workshops was supplemented by a community-wide online conversation with the Town's engagement platform "Let's Talk Parker."

THE WORKSHOPS

The first of two public workshops was held to educate the community about the existing land use and transportation opportunities and challenges. This workshop was also an opportunity for the public to share their concerns and expectations for the Parker Road Corridor. Participants were asked to identify:

- What they liked most about the corridor and what should be preserved; and
- What they disliked in the corridor and what they would like to see changed.

The meeting materials presented included the corridor's existing conditions findings alongside the results from previous planning efforts. Participants identified locations of the corridor that they liked or disliked with respect to the land uses and transportation performance along the corridor.

Participants most "liked":

- Walkable Downtown Parker
- Businesses within the central portion of the corridor
- Parks and open spaces along the corridor

Participants most "disliked":

- Physical conditions of the corridor
- Traffic Congestion
- Abundance of under performing properties

Feedback from the first meeting guided the team and the corridor's vested partners in developing and recommending alternative solutions.

The second meeting was held in an open-house format to allow the public an opportunity to review and comment on the various transportation solutions and their impacts on the corridor's mobility, community character, and land uses. The community feedback gathered was presented to the corridor's vested partners to assist in developing their final recommendations to the Parker Town Council and CDOT.

ONLINE CONVERSATIONS

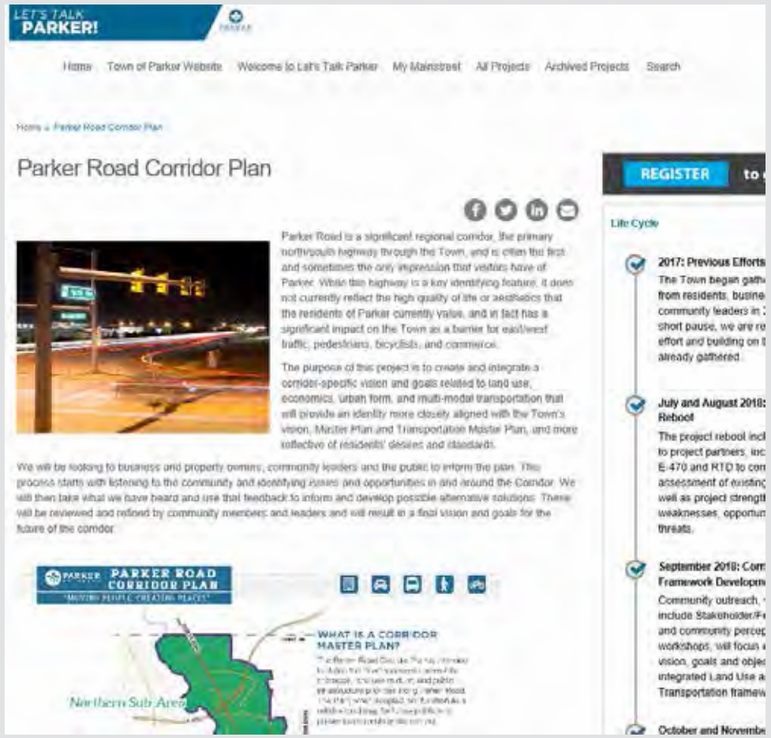
'Let's Talk Parker' is the Town's outreach website for community-wide conversations regarding important Town projects. The website engaged participants through an online survey, a map, an idea sounding board, and project documents.

The online survey had the highest number of responses with 194 contributions. The survey questions requested feedback for different alternatives at each key intersection, land use configurations, and landscaping preferences along Parker Road.

Some of the ideas collected from participants included:

- Make Parker Road more pedestrian friendly, with sidewalks provided on both east and west sides of the road;
- More streets work better than one bigger street;
- The potential future of public transportation; and
- Feedback that "An interchange at Lincoln Ave & Parker Road may be pricier but you'll have to do it in the long run, so do it now."

Let's Talk Parker is an online platform designed to make it easy for Parker residents to get involved, participate in community decisions, and provide ideas and feedback on a variety of topics affecting the community.



ONLINE CONVERSATION SUMMARY

2,228
AWARE USERS (VISITED A PROJECT PAGE)

900
INFORMED USERS (VIEWED OR DOWNLOADED DOCUMENTS OR PAGES)

194
ENGAGED USERS (PARTICIPATED IN SURVEYS, QUESTIONS, AND IDEAS)

05 | PLANNING COMMISSION AND TOWN COUNCIL

The planning process to develop the Plan was conducted in close coordination with Parker's Planning Commission and Town Council. Each member of the Planning Commission and Town Council participated in focus group sessions during the visioning phase. As solutions were being developed, public study sessions were scheduled with both the Planning Commission and Town Council to ensure concepts for the corridor were consistent with the expectations of the Town decision makers.

The Parker Road Corridor Plan translates the broad expectations of the Parker 2035 Master Plan, the Town's Transportation Master Plan, and CDOT's operational expectations, shared vision on regulatory recommendations and physical actions into a single shared vision between the Town and CDOT. The transportation components of the Corridor Plan will guide an update to the SH 83 Corridor Optimization Plan and the Parker Road Access Management Agreement between the Town and CDOT. The Land Use and Economic Component will provide guidance on updates to the *2035 Parker Master Plan* and *Mainstreet Master Plan*.

The Parker Road Corridor Plan serves as the basis for:

- Updating the Parker Road Access Management Plan IGA between CDOT and the Town;
- Adopting revised Town design guidelines;
- Informing the Modernization of Land Development Ordinance;
- Identifying any potential zoning changes in the corridor;
- Documenting the Town's and CDOT's transportation priorities for the corridor;
- Prioritizing the Town's capital improvement project (CIP) requests within the corridor;
- Identifying public dedication requirements from private developers; and
- Revising the SH 83 Corridor Optimization Plan and Parker Road Access Management Plan.
- Update the Parker 2035 Master Plan

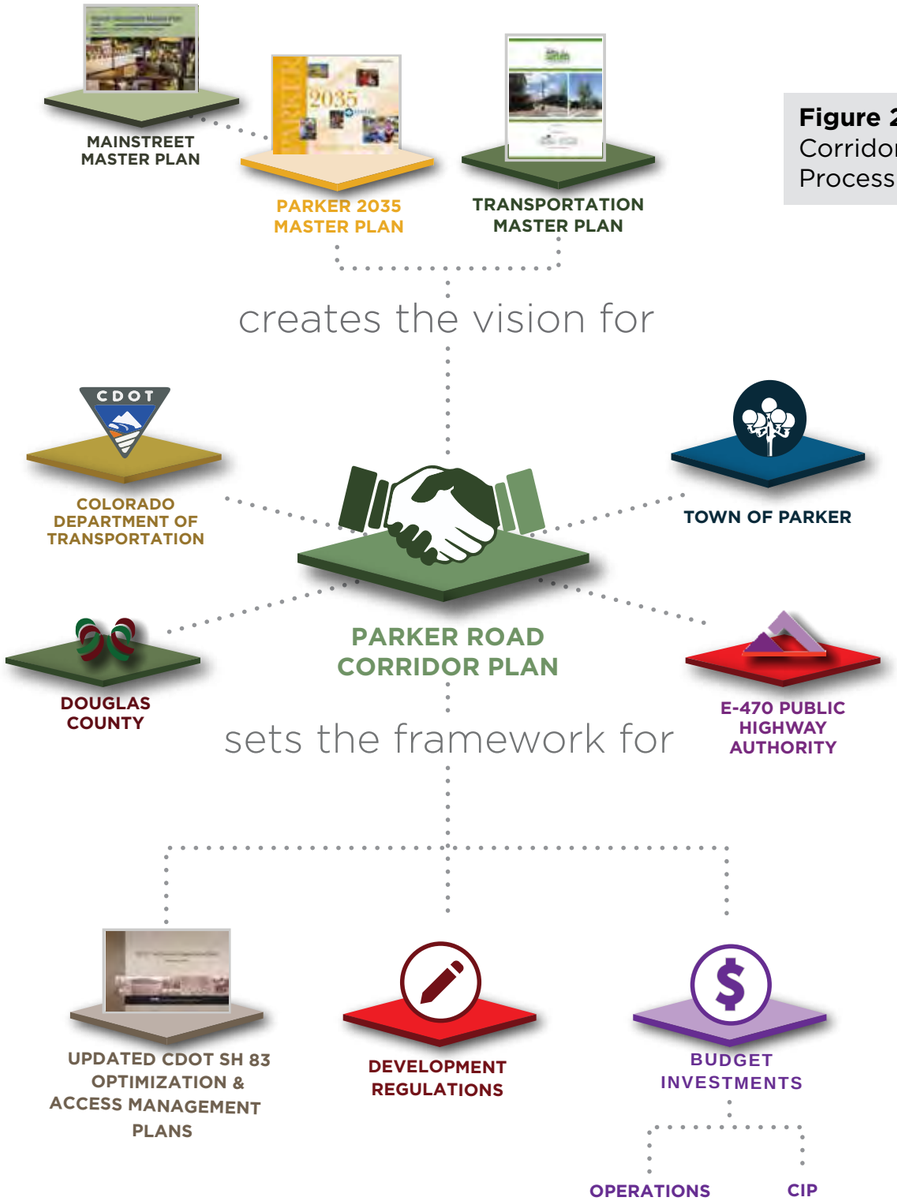


Figure 2-5
Corridor Plan Process Chart

03

THE CORRIDOR YESTERDAY, TODAY, AND TOMORROW

01 | HISTORY AND EVOLUTION OF THE CORRIDOR 34

02 | NATURAL SYSTEMS AND REGIONAL STREET NETWORK 36

03 | ROADWAYS AND TRAFFIC OPERATIONS 38

04 | SIDEWALKS AND TRAIL INFRASTRUCTURE 40

05 | TRANSIT OPERATIONS 42

06 | LAND USES AND COMMUNITY CHARACTER 44

07 | AGE OF DEVELOPMENT AND PROPERTY ACCESS 46

08 | CURRENT ZONING AND LOCAL STREET NETWORK 48

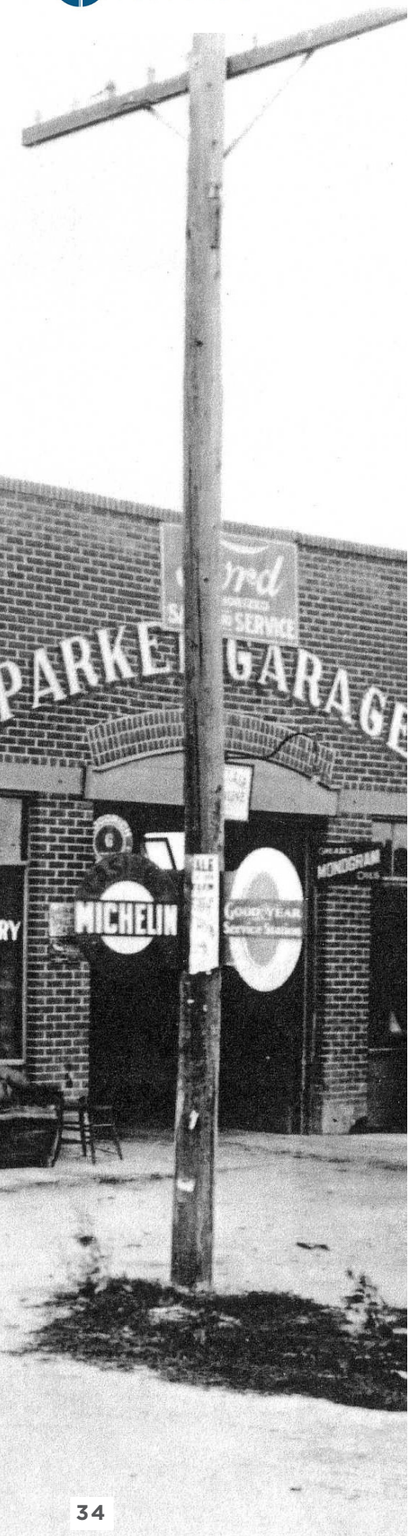
09 | MARKET ANALYSIS 50

10 | 2035 MASTER PLAN ALIGNMENT 52

11 | CONCLUSION 54

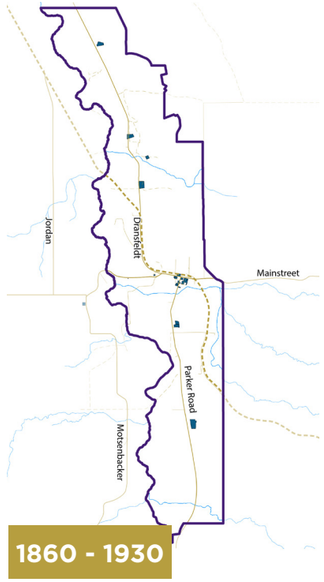
12 | STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS 55

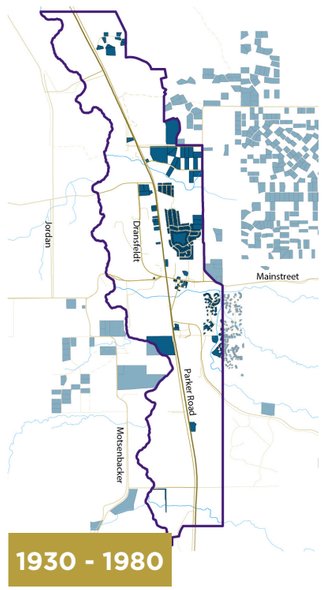
The Parker Road Corridor's built-environment, community character, mixture of land uses, circulation patterns, and economic performance are influenced, both positively and negatively, by several variables. This existing condition assessment reviews the history of the corridor and the many variables influencing the corridor.



01 | HISTORY AND EVOLUTION OF THE CORRIDOR

Agricultural settlers first established Pine Grove (Parker) as a key way station "Twenty miles" from Denver in the 1860s. The Town's community character, land use pattern, and transportation investments continue to be influenced by the operation and design of Parker Road, which had emerged from the Cherokee Trail running parallel to Cherry Creek where traders, frontiersmen, and gold seekers elevated the importance of the route.





The maps on these pages illustrate how transportation investments have influenced the evolution of the Town of Parker between the 1860s and today.

The community's shift from an agrarian settlement to a bedroom community serving Denver started when Parker Road was first paved in the 1930s. Between the 1930s and 1980s, rural homes were built on large lots east of Parker Road along with a few larger residential subdivisions accessed by Parker Road. Local and regional travel patterns were mostly north-south in orientation and concentrated on Parker Road. Early commercial areas along Parker Road emerged in the 1960s and 1970s in response to the area's growing population and their travel patterns.

The 20 Mile House was built in 1864. It was a place to service the Smoky Hill and Cherokee trails as well as numerous freighters hauling wood into Denver. The 20 Mile House (so named because it was 20 miles from Denver).

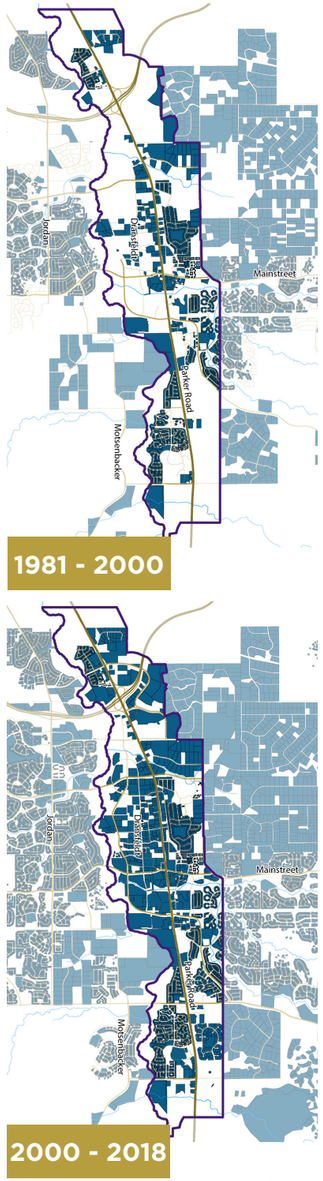


Figure 3-6 History of the Corridor

While the Town incorporated in 1981, it was the extension of Lincoln Avenue in the 1980s that changed the travel patterns of the corridor. With the Lincoln Avenue extension, residential subdivision development increased significantly, providing homes for the growing employment centers emerging along I-25. Local travel patterns shifted to more of an east-west orientation and new commercial areas emerged in the 1980s.

These commercial developments were concentrated near the intersections of Parker Road and the east-west roadways of Lincoln Avenue and Mainstreet. Local-serving employment and warehousing activity also began to develop immediately west of Parker Road. Parker Road remained as the Town's only regional north-south corridor.

E-470's connection to I-25 in 1991 and Parker Road's expansion to six lanes contributed to the Town's continued rapid growth. Large-format retail has thrived at the expense of the older retail areas at and between the Lincoln Avenue and Mainstreet intersections of Parker Road.

The Town has increased from one square mile at incorporation to 20.3 square miles and population has increased from less than 300 to more than 55,000. Through this growth, complete north-south parallel and alternate corridors have not emerged and Parker Road continues to serve as the Town's only regional north-south corridor.

Parker today is a small town with a big heart, rooted in history and heritage.

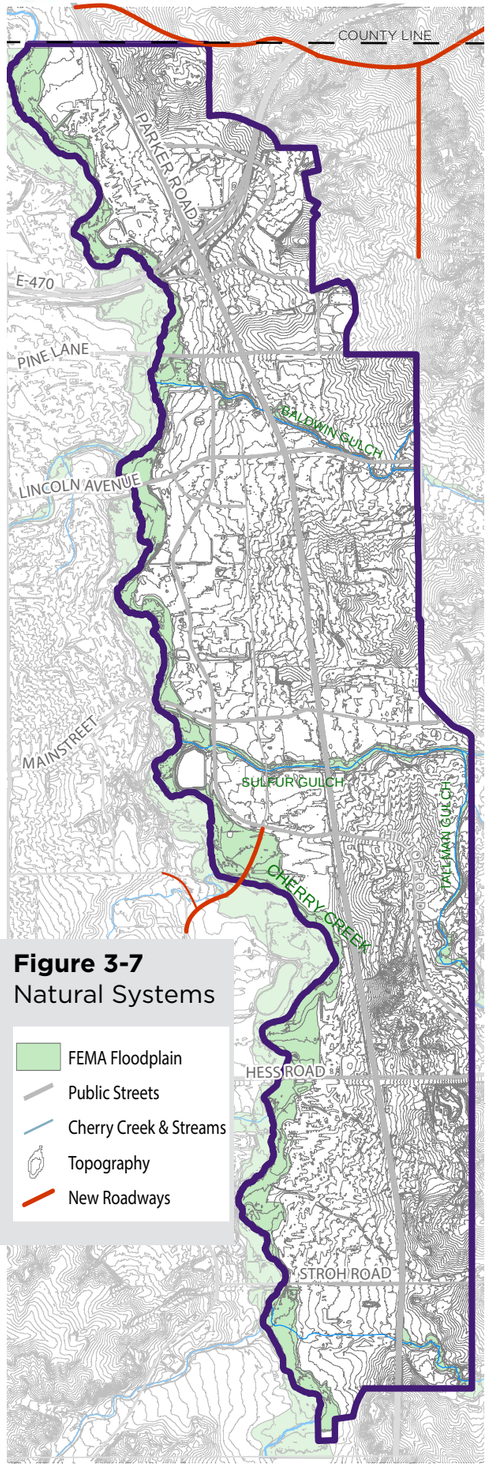


Figure 3-7
Natural Systems

02 | NATURAL SYSTEMS AND REGIONAL STREET NETWORK

Parker Road runs parallel to Cherry Creek within the rolling terrain of the Colorado High Plains. Together, the terrain and creek have shaped regional transportation investments and development patterns in the corridor.

The terrain, though beautiful, creates challenges for land development, building orientation, and walkability along Parker Road. Generally, the land east of Parker Road is at a higher elevation, and buildings on the west side of Parker Road sit below the highway. The topography of the corridor is not a barrier to development; however, depending on the size of a building's footprint, and required parking, site grading can create visibility and accessibility challenges for businesses.

Cherry Creek and its 100-year floodplain is a key factor influencing traffic operations and retail opportunities in the corridor. Together, they create a sizable barrier to travel in Parker. It wasn't until the late 1970s that Lincoln Avenue was connected west over Cherry Creek to I-25. Subsequently, Pine Lane, E-470, Hess Road, Mainstreet (to RidgeGate Parkway), Cottonwood Drive, and Stroh Road have all provided additional east-west connections across Cherry Creek.

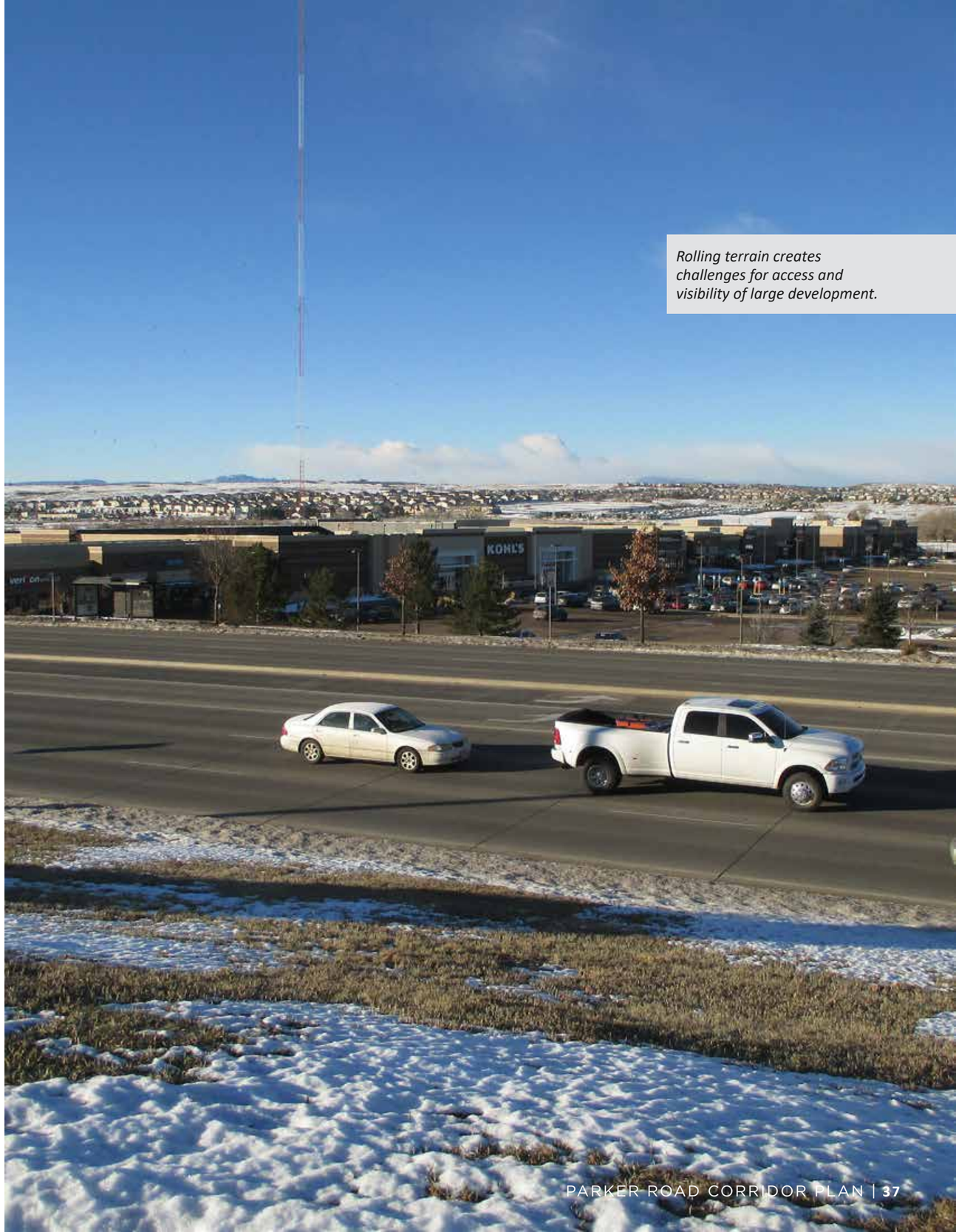
The limited number of creek crossings concentrate east-west travel to a few congested intersections. Similarly, E-470 limits north-south street connectivity in the corridor, concentrating traffic along Parker Road. Additional parallel north-south connections over Cherry Creek and across E-470 are needed to better distribute traffic throughout the town, rather than concentrating traffic on Parker Road.

Key Takeaways

- Cherry Creek has historically limited the development of east-west travel corridors in Parker, concentrating traffic on fewer roads.
- As east-west corridors (over Cherry Creek) have been built, travel patterns in the corridor have shifted, negatively impacting business in older commercial developments.
- Cherry Creek's meandering and E-470 limit the development of north-south corridors.

Considerations

- Dransfeldt Road should be extended south over Cherry Creek to Motsenbocker Road to help north-south travel.



Rolling terrain creates challenges for access and visibility of large development.

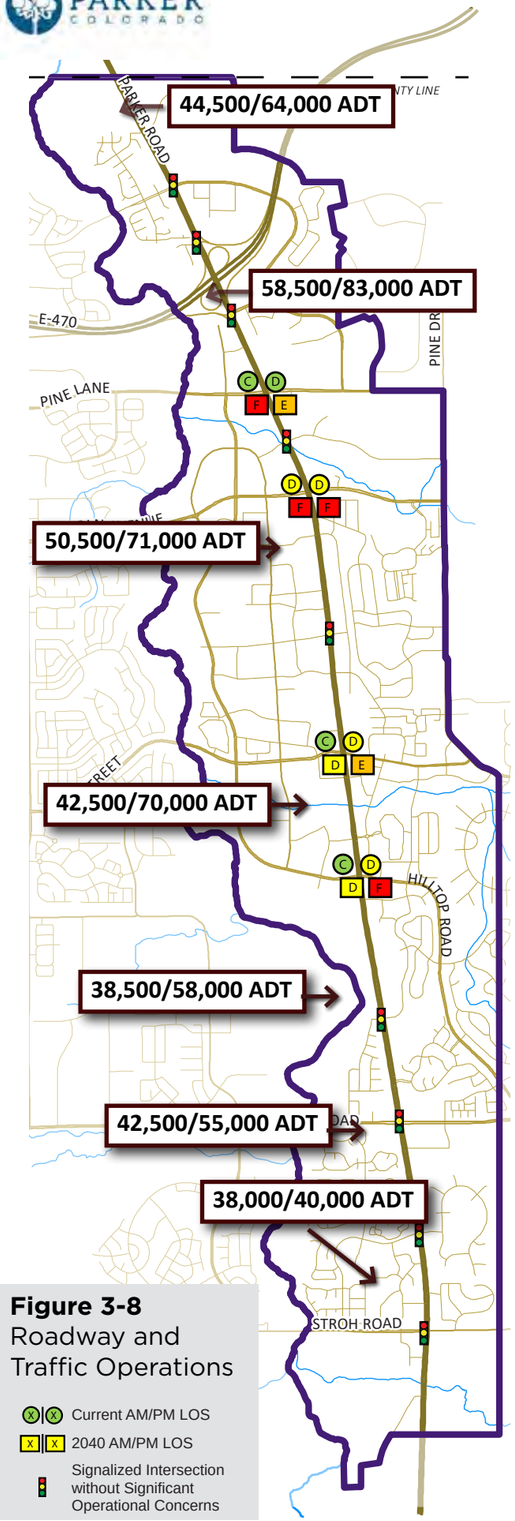


Figure 3-8
Roadway and Traffic Operations

03 | ROADWAYS AND TRAFFIC OPERATIONS

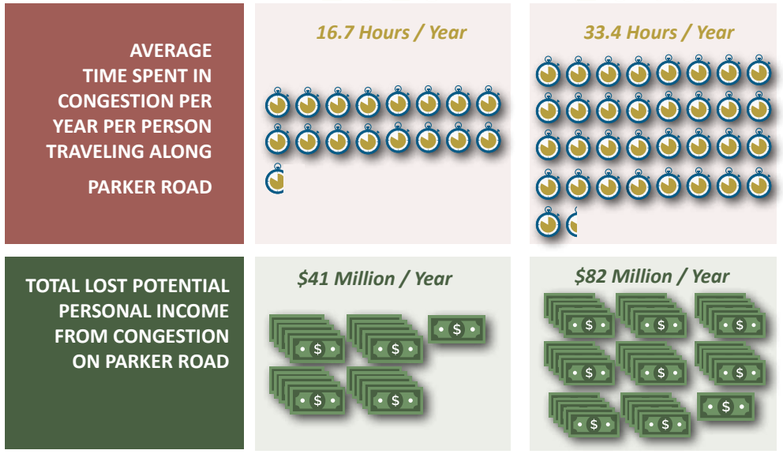
Parker Road extends 6.5 miles through the Town of Parker. Today, the highway maintains nearly 60,000 average daily traffic (ADT) near E-470 and 35,000 ADT at the southern end of the corridor. By 2040, the corridor is expected to maintain over 80,000 ADT near E-470 and 40,000 ADT at the south end of the corridor. There are 13 signalized intersections along Parker Road, two of which are tied to the grade-separated interchange with E-470. The state maintains a 45 miles per hour (mph) speed limit along the northern portion of the corridor and 55 mph to the south. The right-of-way ranges from 140' to more than 250' wide.

An existing and 2040 future capacity analysis was performed on the corridor's existing configuration during the weekday morning and afternoon peak hours. Level of Service (LOS) is a qualitative term describing operating conditions a driver will experience while traveling on a street or highway during a specific time interval. It ranges from A (very little vehicle delays) to F (long delays and congestion).

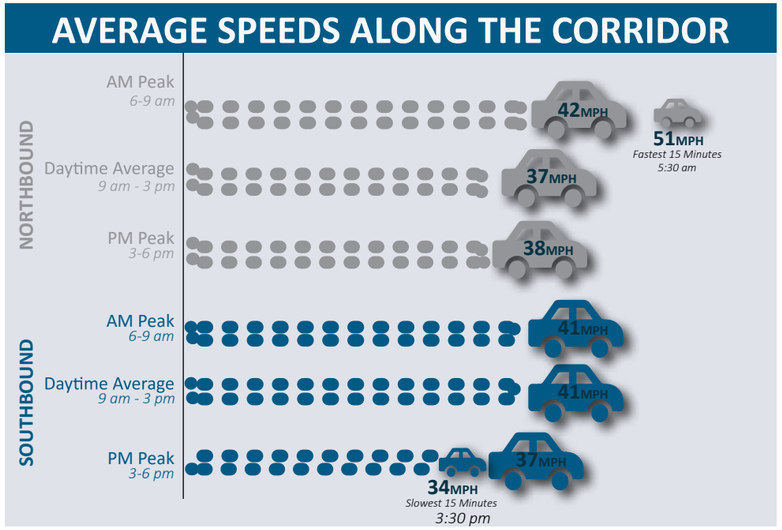
For intersections and roadways in the study area, standard traffic engineering practice identifies overall LOS D for signalized intersections and LOS E for movements and approaches of unsignalized intersections as threshold for acceptable operations. The complete traffic analysis of the corridor is documented in the appendix of this report.

The analysis shows how the limited regional roadway connectivity concentrates traffic at four key signalized intersections along Parker Road which operate acceptably today and under an LOS D by 2040: Pine Lane, Lincoln Avenue, Mainstreet, and Twenty Mile. Future delays at these intersections could cause vehicle delay to double from current operations.

A travel time analysis of the corridor using Streetlight data during a three-day period in October 2018 showed a variance of approximately four minutes between the fastest and slowest travels times for northbound traffic and five minute difference for southbound traffic. Future traffic operations show the delays in the corridor could double.



* - If there is no improvement to Parker Road



Key Takeaways

- Parker Road intersections expected to operate below an LOS D by 2040 include: Pine Lane, Lincoln Avenue, Mainstreet, and Twenty Mile Road.
- Corridor travel times are expected to double in the next 20 years if no action is taken to address congestion at these four intersections.
- Additional connectivity is needed to lessen the burden on Parker Road and better distribute traffic

Considerations

- Intersections improvements should be leveraged to also address pedestrian and bicycle mobility comfort and economic development opportunities.

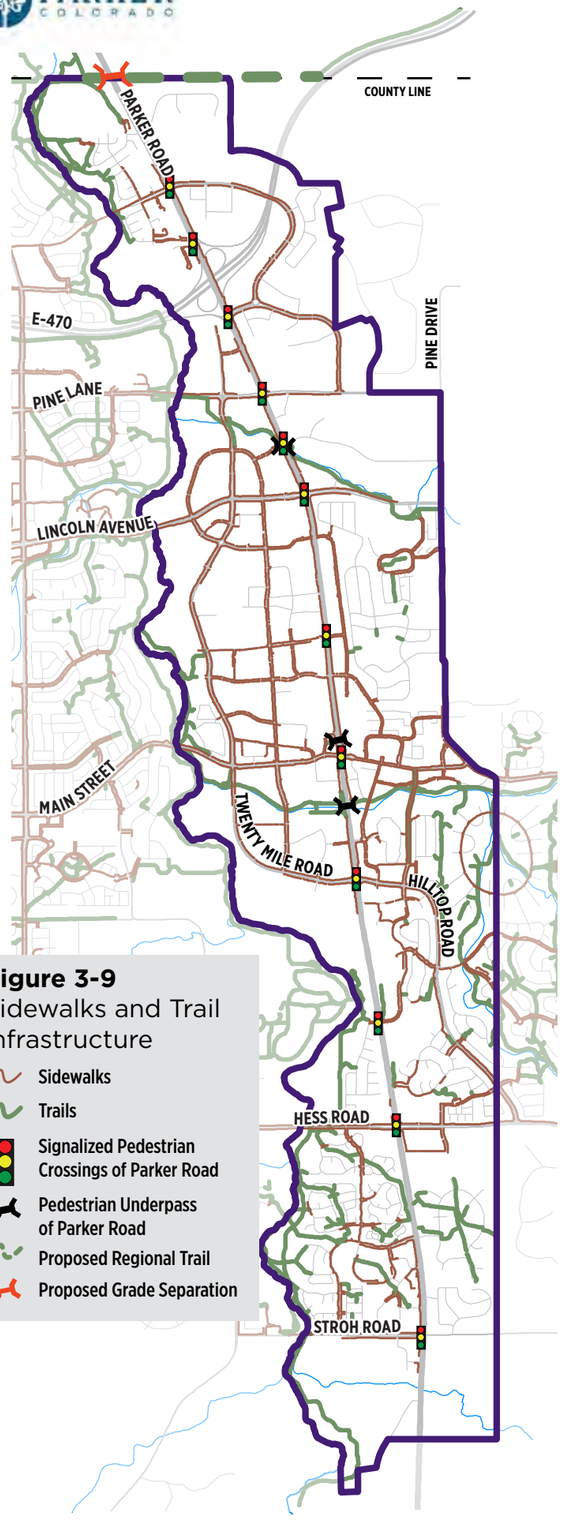


Figure 3-9
Sidewalks and Trail Infrastructure

- Sidewalks
- Trails
- Signalized Pedestrian Crossings of Parker Road
- Pedestrian Underpass of Parker Road
- Proposed Regional Trail
- Proposed Grade Separation

04 | SIDEWALKS AND TRAIL INFRASTRUCTURE

A balanced transportation system is dependent on walking as the single transportation mode that begins each trip, links different modes of transportation, and completes each trip.

SIDEWALKS AND CROSSWALKS

Implementation of sidewalks in Parker generally come from two forms: public and private investments. Much of the corridor's public investments occurred in the early 1990s, before sidewalks were required by the Town and CDOT. Sidewalks investment also occurs incrementally as a requirement of new development. The gaps in the corridor's sidewalk network reflect the lack of recent public and private investments. The Town is currently adding sidewalks systematically along Parker Road as funding becomes available. Sidewalk coverage on the corridor is as follows:

- West Side: 55%
- East Side: 38%
- Portion without a sidewalk on either side: 30%

Each of the signalized intersections on Parker Road has crosswalk markings and signal phases allowing for pedestrian crossing of both Parker Road and the cross-street. In addition, there are three bicycle/pedestrian underpasses and one proposed overpass cross Parker Road at the northern boundary of town:

- Sulphur Gulch
- O'Brien Park (Kieffer's Crossing)
- Ponderosa Drive
- High Plains Trail (proposed)

BICYCLE AND TRAIL NETWORK

The Cherry Creek Trail is a continuous regional recreational amenity that runs north/south along the western study area boundary. Several quality east-west sidewalks and trails connect to the Cherry Creek Trail and cross Parker Road at either signalized intersections or grade-separated crossings, creating a solid network. However, Parker Road, unlike Cherry Creek, directly serves the commercial areas of Town. While Parker Road is planned to have 10-foot trails on both sides of the highway, the system is currently incomplete.

Key Takeaways

- Several developments occurred prior to the Town's incorporation when sidewalks were not required, creating gaps in the network.
- The Cherry Creek Trail is the only north/south trail of significant length in the corridor; however, it does not directly serve the commercial areas of Parker.
- There is no grade-separated crossing of Parker Road south of Twenty Mile Road to connect existing neighborhoods.

Considerations

- Continue to build sidewalk and trail connectivity through partnerships with private development and systematic public investments.
- Connect the east side of Pa rker Road to Railbender Park and Cherry Creek by providing sidewalks on both sides of Plaza Drive.
- Continue to develop trail network on both sides of Parker Road to provide safe bicycle and pedestrian access into the core of Parker.
- Make the connection to the High Plains Trail and constrcut its proposed overpass.
- Consider adding a grade-separated trail crossing of Parker Road between Twenty Mile Road and Spine Drive.
- Improve the comfort level of pedestrian and bicycle crossings of Parker Road intersections.

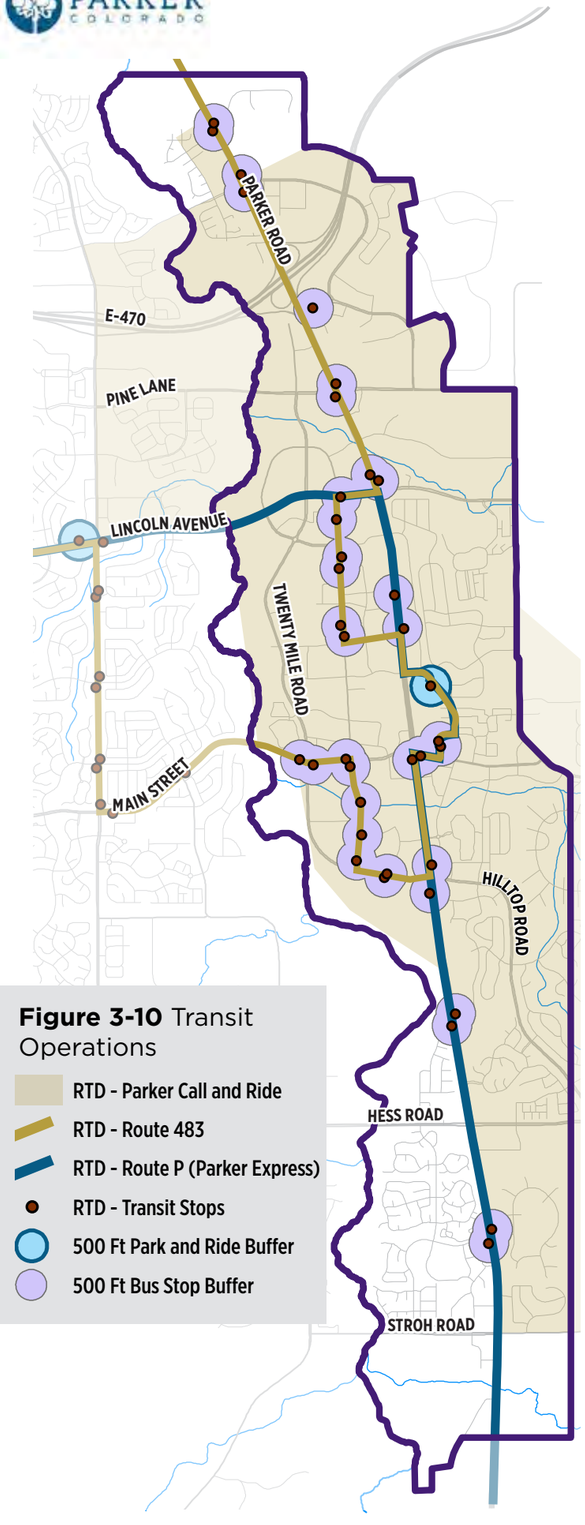


Figure 3-10 Transit Operations

- RTD - Parker Call and Ride
- RTD - Route 483
- RTD - Route P (Parker Express)
- RTD - Transit Stops
- 500 Ft Park and Ride Buffer
- 500 Ft Bus Stop Buffer

05 | TRANSIT OPERATIONS

The Regional Transportation District (RTD) provides public transit in the Town of Parker. Currently, RTD provides two dedicated routes, the 483 and the "P" Express, along with an on-demand call-n-ride service for irregular trips. The fixed routes serve approximately 10% of the corridor for pedestrians accessing the system.

ROUTE 483

The route extends from the Nine Mile light rail station north of Parker to the Lincoln Light Rail Station west of town. It currently operates between 4:30am - 8:30pm Monday through Friday. The frequency of bus stops ranges from one-hour headways throughout the day to every 30 minutes during the morning and evening rush hours.

ROUTE P

The Parker/Denver Express Route provides service to Parker Road and Lincoln Avenue. This regional route stops at both Park-n-Ride stations in town. Service connects Parker to Downtown Denver via E-470 and I-25. The service is directional, operating northbound between 4:30am - 8:30am and southbound 3:00pm - 7:00pm, Monday through Friday. Frequency fluctuates from running every 10 minutes during the peak hours to running hourly throughout the rest of the day.

PARK-N-RIDES

The Parker area is served by three Park-n-Rides:

The Parker Park-n-Ride at Longs Way/Parker Road has 173 spaces and was reported to be 69% full according to the latest RTD figures. Both Route P and Route 483 have stops at the Parker Park-n-Ride.

The Pinery Park-n-Ride at North Pinery Parkway/ Parker Road has 79 spaces and was reported to be 33% full. It serves the Route P buses only.

The Lincoln and Jordan Park-n-Ride at Jordan Road/Lincoln Avenue has 102 spaces and is 96% utilized. It serves Route P and Route 483.

FLEX-RIDE

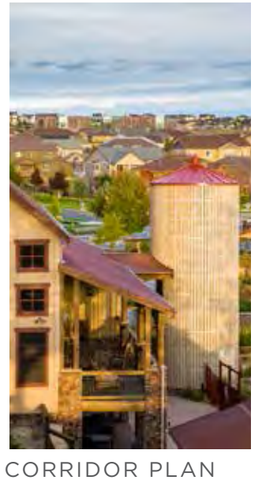
This limited service area covers 65% of the study area and operates on a first-call, first-serve basis from 5:30am - 6:00pm, Monday through Friday.

Key Takeaways

- RTD's fixed routes' minimal coverage, hours of service, and low frequency service minimize their effectiveness in providing a viable mobility partner to the Parker Road Corridor.
- Hours of operation serve a traditional commuter's needs, but the hours do not reflect the needs of Parker's retail, restaurant, and entertainment employees and patrons. According to stakeholders, the price of housing and infrequent transit service has created a shortage of service-industry employees, putting them at a competitive disadvantage.
- The combination of lower-density development, incomplete sidewalks, and infrequent service challenge the effectiveness of transit.
- Only five northbound and six southbound buses service Parker south of Twenty Mile Road daily.
- Many of the Town's bus stops include amenities such as covered transit shelters, benches, and some bus pull-outs.

Considerations

- The Town could convene local service-industry employers to verify concerns about low-wage employee shortages to ensure Parker's employers can stay competitive with the region.
- Long-term improvements to the pedestrian environment and redevelopment of older suburban shopping centers with increased densities would better position the corridor for improved transit frequencies and coverage in the future.
- Create amenities at all bus stops.



06 | LAND USES AND COMMUNITY CHARACTER

The Parker Road Corridor is approximately 5,000 acres in size, with nearly 80% of the study area located in the Town and 20% located within unincorporated Douglas County. The land use pattern, physical character, and architecture of the corridor is suburban in character with newer development in the northern and southern portions of the corridor and aging development in the center of the corridor. Seven generalized land uses operate in the corridor:

PARKS AND OPEN SPACES (24.7%)

These uses represent highly valued natural and recreational amenities which serve both the Town of Parker and the region. Located primarily on the west side of the study area along Cherry Creek.

COMMERCIAL LAND USES (18.6%)

Older commercial investments are generally concentrated between Lincoln Avenue and Sulphur Gulch, along the west side of Parker Road. Large-format retail is located along Cottonwood Drive in the north and concentrated at Twenty Mile Road and Parker Road. More traditional commercial neighborhood centers are in nodes at the Hess Road and Stroh Road intersections to the south.

RESIDENTIAL USES (24.8%)

These land uses include single-family detached homes concentrated in the southern portion of the corridor, while multifamily attached developments are peppered in the central and northern portions

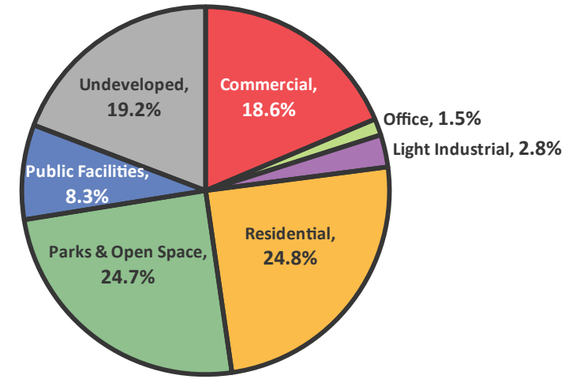
UNDEVELOPED LAND (19.2%)

These uses are concentrated in the northern and southern portions of the corridor. The central Subarea is largely built out.

Most of the commercial land uses in the corridor, except Downtown, are suburban automotive-oriented in their site arrangement and design. Buildings are generally separated from streets with parking and varying degrees of landscape between the buildings and roadways. The intensity of development is generally one story with an occasional two-story and rare three-story building. Architectural treatments on these buildings are less accentuated and designed to be seen in cars moving above 30 mph.

Most development north of Parkglenn Way and South of Twenty Mile Road is newer and consistent with the 2035 Master Plan's community vision and land use policies and the Town's Commercial, Industrial, and Multi-Family Residential Design Standards.

However, several properties within the central portion of the corridor, primarily west of Parker Road, were developed prior to the Town adopting design standards in 1999. A few properties in the Central Sub-Area were developed before the Town was incorporated in 1981. Many of these parcels are smaller in size with disjointed site plans. Also, they have little or no physical or economic relationship to their adjoining properties within the light industrial area or the public right-of-way within the Subarea.



Parker Road Corridor Land Use Mix

Key Takeaways

- **Existing land uses in the corridor are suburban in character with new investments, and vacant land on larger parcels located in the Northern and Southern Subareas, as opposed to the central subarea of the corridor where the land uses are older and largely built out on smaller parcels.**
- **A mix of non-employment land uses exists within the light industrial district.**
- **Few if any buildings within the Central Subarea relate to their fronting streets and adjoining properties.**

Considerations

- **Modify zoning within the Central Subarea to concentrate commercial- and service-related land uses east of Dransfeldt Road and encourage commercial nodes along Parker Road. Encourage employment-based land uses to the mid-block areas and west of Dransfeldt Road.**
- **Update the commercial and industrial design standards and guidelines to better align buildings to fronting streets, adjoining buildings, and local circulation requirements.**

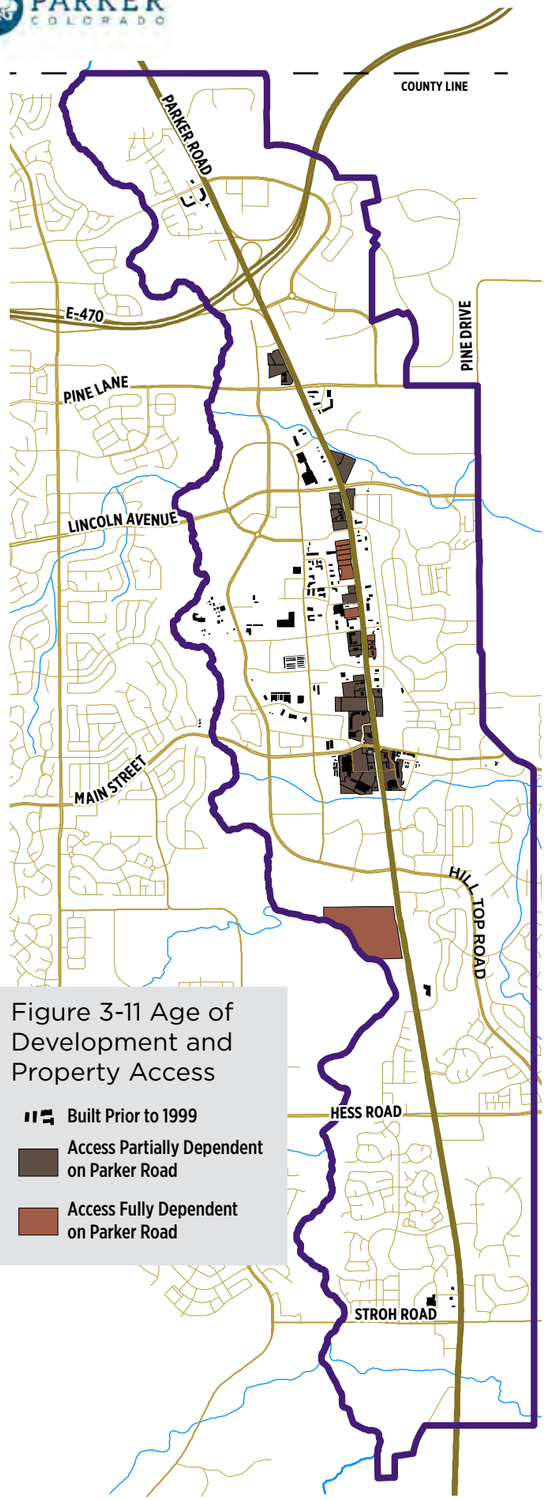


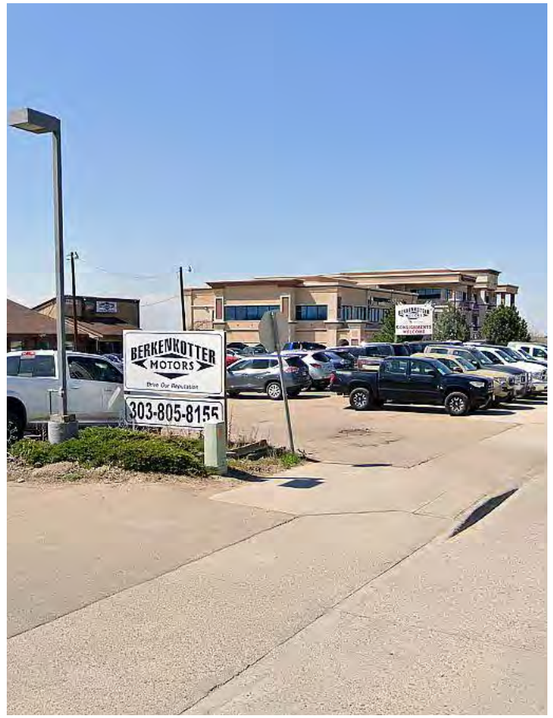
Figure 3-11 Age of Development and Property Access

07 | AGE OF DEVELOPMENT AND PROPERTY ACCESS

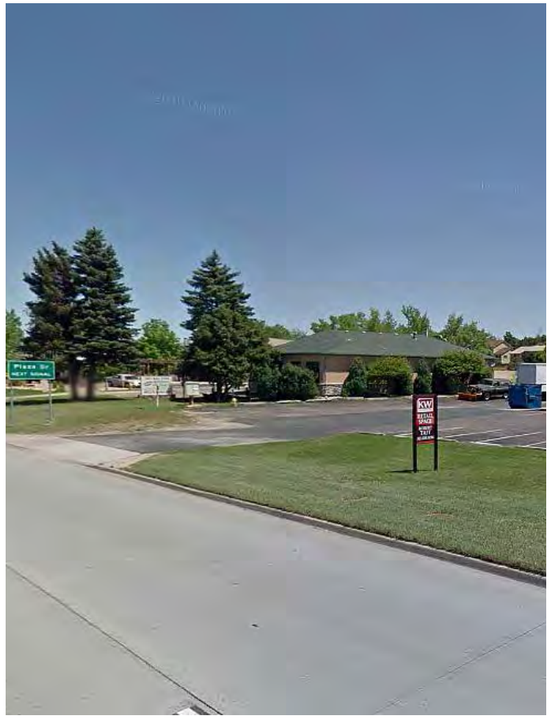
Older retail buildings are less competitive than newer structures. Additionally, many of the older properties (built before 1990) were approved prior to the highway being widened to six lanes and allowed access to Parker Road. The older properties with retail format and vehicle access challenges are concentrated in the central portion of the corridor.

Access is a critical component of a property's success. However, access must be balanced with safety and efficiency. Customers will not visit a property if it is perceived as unsafe or too time consuming to access.

The Town, Douglas County, and CDOT updated the corridor's access requirements in 2004, which limit access to the highway. Today, properties north of Lincoln Avenue and south of Twenty Mile Road function well with more controlled alternative access to Parker Road. Conversely, properties with only Parker Road access concentrated in the central portion of the corridor are struggling.



Poor access control along Parker Road (implemented before 1990) places driveways too close to one another.



Newer development in the Parker Road Corridor consolidates driveways, making it safer for pedestrians, cyclists, and motorists.

Key Takeaways

- Properties with older development and vehicle access dependent on Parker Road are concentrated in the central Subarea of the corridor, and are typically challenged with poor access, site design, and internal vehicular circulation.
- Mobility on Parker Road through these older sections may be limited until redevelopment occurs, or the Town proactively modifies the access.

Considerations

- New cross access easements and public streets within the central Subarea would improve the mobility of Parker Road and reposition properties for successful redevelopment.

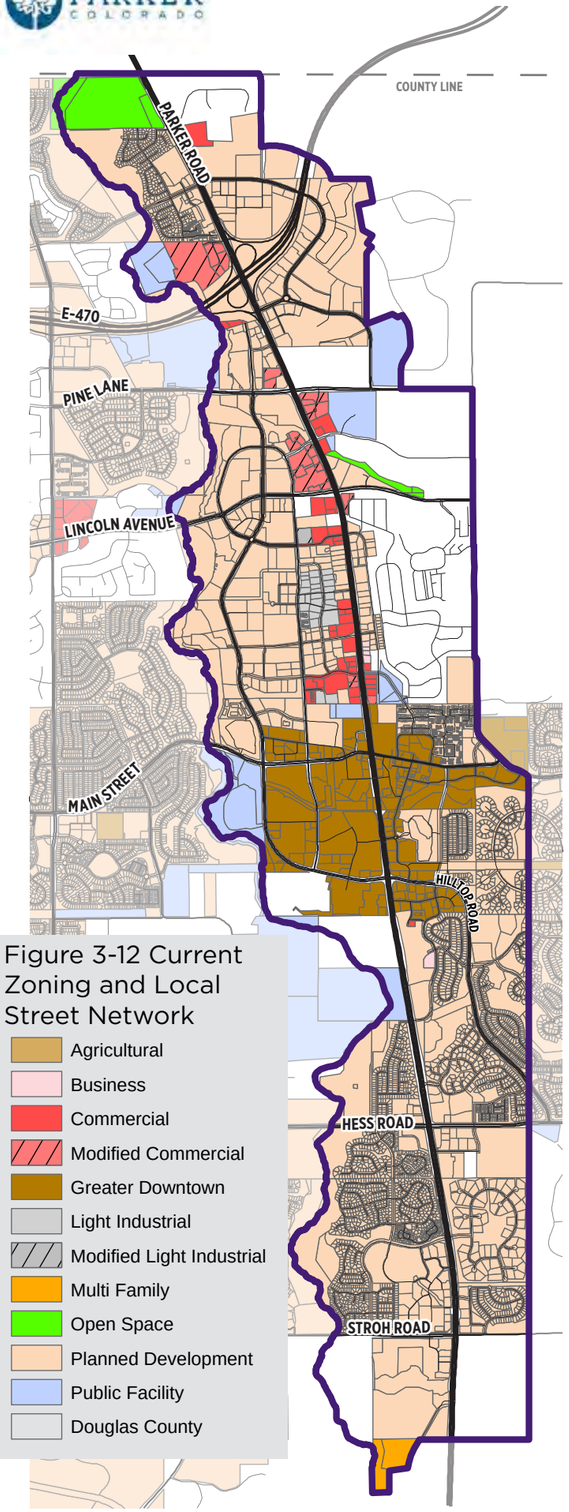


Figure 3-12 Current Zoning and Local Street Network

08 | CURRENT ZONING AND LOCAL STREET NETWORK

Transportation investments and land development in Parker are regulated by Titles 10 - Streets, Sidewalks and Public Spaces and Title 13 - Land Development Ordinance of the Municipal Code. Together, these titles outline the specifications of the Town's streets, sidewalks, and public spaces and land development requirements.

Of the twelve land use zone districts identified in the municipal code, ten are located within the corridor study area. Each zone district identifies the type of land use that can be developed. The two biggest districts in the corridor, the Greater Downtown District and Planned Development (PD) District, allow a variety of land uses.

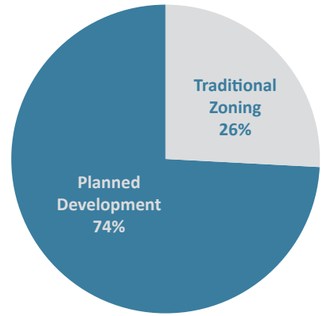
The recently-adopted Mainstreet Master Plan specified "active uses on the ground floor of all development throughout Downtown," including Mainstreet west of Parker Road within portions of the Greater Downtown zone district. Accomplishing this will be challenging on Mainstreet west of Parker Road, given the size of the roadway and its lack of on-street parking.

The intent of the PD zone district is "to accommodate innovative approaches to residential, recreational, commercial, and industrial land uses." Seventy-four percent of the Town's incorporated property within the corridor is in a PD district and governed by a PD Guide.

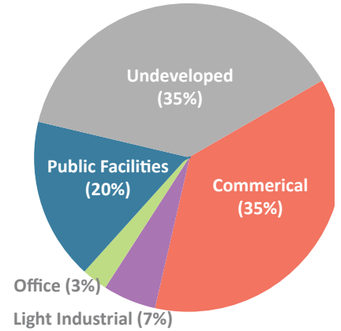
PDs are an effective tool that can provide some development flexibility and creativity–which is positive. However, over time, having too many PDs can be detrimental as each individual PD within the Parker Road Corridor has been customized, creating inconsistencies and challenges regarding allowed land uses, site design, and circulation and building orientation.The existing public right-of-way street hierarchy, street layout, and street design within the corridor are guided by a combination of requirements within *Title 10 of the Municipal Code; Parker's Roadway Design and Construction Criteria Manual; the Parker 2035 Master Plan; the Town's Transportation Master Plan; Commercial, Industrial, and Multifamily Residential Design Standards; and the five Greater Downtown Sub-Areas' Standards and Guidelines for Development*. The resulting street network from these regulations establish a physical framework for the Town's zoning requirements to orient new land development.

With the exception of the Greater Downtown District, the street network and coresponding block structure needs to be reoriented consistent with the vision established in the Town's 2035 Master Plan. The Town's street classifications and design guidelines provide appropriate guidance for local street designation and design; however, they do not identify a desired block structure for commercial and industrial developments.

Redevelopments within a PD zone district are more challenged than new (greenfield) developments. Development issues and new development concerns are quite different than those of an infill project. Often, redevelopment initiatives attempt to introduce newer development concepts which respond to the latest trends in development. Title 13, the Land Development Ordinance of the Parker Municipal Code, makes amending a PD cumbersome and challenging to the private development community because the original terms of the PD were often negotiated to outdated planning and design standards.



Town Zoning in Corridor



Non-Residential Zoning in the Corridor

Key Takeaways

- The Town's regulatory street framework for commercial and industrial areas outside of the Greater Downtown District do not establish locational standards for local streets, nor do they establish coherent block structures to orient future land development.
- While PD zoning provides development flexibility for individual properties, over time customized PD Districts create several challenges:
  - They allow land uses potentially inconsistent with the 2035 Master Plan
  - Commercial and industrial design requirements focus site plans on compatibility with adjacent development, not necessarily a corridor-wide plan
  - Cumbersome PD amendments or rezoning process is required for different developments
  - The Town's existing single-use zone districts are outdated

Considerations

- The Town's regulatory street framework requirements should be updated to include locational requirements of local streets and public easements.
- The number of PDs within the Parker Road Corridor should be reduced to ensure compatible land uses better align with the vision of the 2035 Master Plan.
- The Town's Commercial and Industrial Developments Design Standards should be modernized with clearly-defined block structures and local circulation requirements.
- During the current Land Development Ordinance Modernization project, the Town should consider improving the PD process and procedures as well as updating and expanding the zoning districts in Parker to help reduce the reliance on PDs.

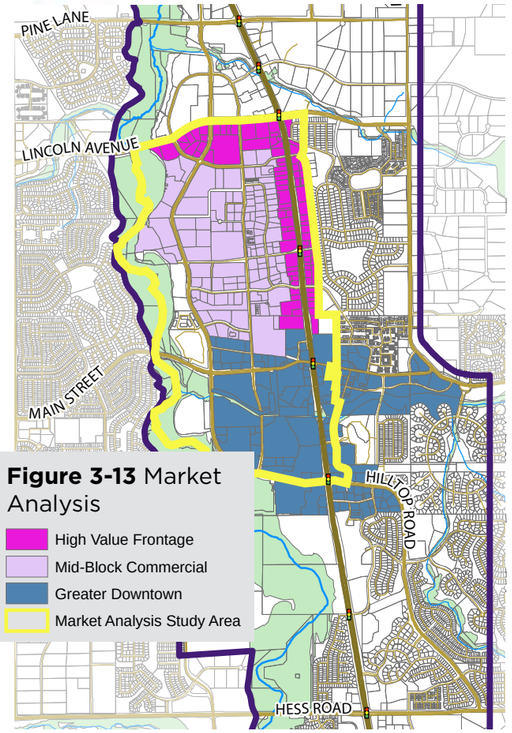


Figure 3-13 Market Analysis

- High Value Frontage
- Mid-Block Commercial
- Greater Downtown
- Market Analysis Study Area

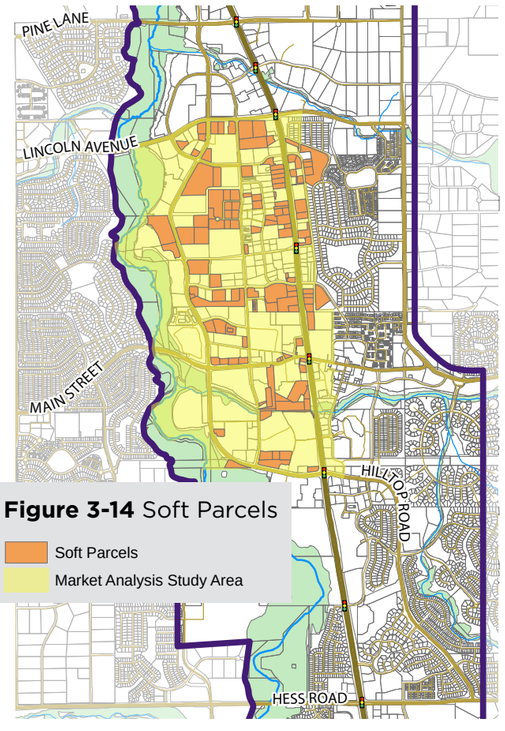


Figure 3-14 Soft Parcels

- Soft Parcels
- Market Analysis Study Area

09 | ECONOMIC MARKET ANALYSIS

This summary of market conditions was generated from conclusions from Economic & Planning Systems (EPS) regarding market potentials for the Central Subarea of the Parker Road Corridor. The market analysis report was completed under a separate contract between EPS and Partnering for Parker's Progress (P3), the Town of Parker's Urban Renewal Authority. The market potential of the Northern and Southern Subareas were not included in the analysis as their land uses are generally more stable and less likely to change when compared to the Central Subarea.

OFFICE INDUSTRIAL

Vacancy rates are low at 5.2 percent in Parker and 2.8 percent in the Central Subarea, which are largely indicative of demand for new office space. However, the Parker office market is largely comprised of small professional, medical, and business service firms requiring less than 5,000 square feet of space on average.

Developers find it challenging to pre-lease 30 to 50 percent of a building to obtain construction financing. Additionally, current rent levels average $20 per square foot, which is below the level needed to support new construction.

INDUSTRIAL

Retail tenants are also locating in the industrial/flex projects in the Central Subarea. These properties are attracting home improvement retail businesses, personal services commercial uses (e.g., salons and fitness), and other local retail businesses that find the lease rates and location preferable to traditional retail shopping centers on Parker Road. An example is Dransfeldt Business Park, a 30,000-square-foot industrial/flex project that has leased its street-facing building to a cabinet store, furniture store, kickboxing studio, and comic book store at lease rates between $16 and $18 per square foot

Currently, strong demand for exists industrial/flex space in the Central Subarea. This product can accommodate a range of different uses, including manufacturing, research and development (R&D), retail, and office uses. The cheaper construction costs as well as the more diversified pool of tenants means that developers are more willing to build flexible buildings, compared to, for example, traditional retail. The cheaper construction also keeps rents lower for tenants.

RETAIL

The Central Subarea is an important retail cluster for Parker, accounting for just under 50 percent of Parker's total inventory. However, the Subarea has grown more slowly since 2010. The central Subarea has grown at a rate of 0.2%, gaining approximately 30,400 square feet of retail space since 2010.

The lack of growth likely reflects the fact that the most desirable locations for retail development at major Parker Road intersections are developed. Rents in the Subarea have also grown at a slower rate than the Town at an average of 4% per year. Lower rents and growth rates likely reflect the fact that much of the space in the Subarea is somewhat older than average.

Retail vacancy rates in the Central Subarea have dropped from 7.8% to 2.6% between 2005 and 2010. Retail vacancy rates between 5 to 10% are generally suggestive of a healthy market. Vacancy rates below 5% suggest that additional space would be supportable from a market perspective.

The Central Subarea plays an important role as one of the only large-scale commercial districts in Parker. The Subarea functions as three distinct areas serving different market needs, as depicted in Figure 3-13.

HIGH VALUE FRONTAGE

Areas along Parker Road and Lincoln Avenue provide high-value corners and frontage for retail and other spaces that benefit from visibility, traffic flow, and proximity to residential populations, including services, medical space, and medical offices. In the medium to long term, assemblage of smaller, underutilized parcels in this area may result in more significant redevelopment opportunities, including large-scale office.

MID-BLOCK COMMERCIAL

Areas not fronting Parker Road, in the "mid-block" of the Subarea, are less valuable for certain types of retail, which seek high visibility and accessibility. However, these mid-block areas provide an important opportunity for industrial/flex space and other types of boutique or specialty commercial spaces, which is in high demand.

GREATER DOWNTOWN

The Greater Downtown district presents an opportunity for more mixed-use development consistent with a downtown setting–especially along Mainstreet. Mixed-use development in this area can support other commercial uses, including office, retail, and restaurants.

Key Takeaways

- **Parker's office market is largely comprised of small professional, medical, and business service firms requiring less than 5,000 square feet of space on average.**
- **There is currently strong demand for industrial/flex space in the Central Subarea. This product can accommodate a range of different uses, including manufacturing, R&D, retail, and office uses.**
- **The lack of retail growth likely reflects the fact that the most desirable locations for retail development at major Parker Road intersections are developed.**

Considerations

- **The development of mixed-use projects is a viable strategy to building new office space.**
- **Flex space presents an opportunity to increase office and industrial space, as well as price-sensitive local retail and personal service businesses.**
- **As Parker's population continues to grow, so too will the demand and need for additional retail shopping centers. Demand will focus around high-value corner space along Parker Road near the Mainstreet and Lincoln Avenue intersections.**
- **New retail space is expected to be in more specialized products. There are opportunities for new specialty, dining, and entertainment retail in mixed-use projects along Mainstreet,**

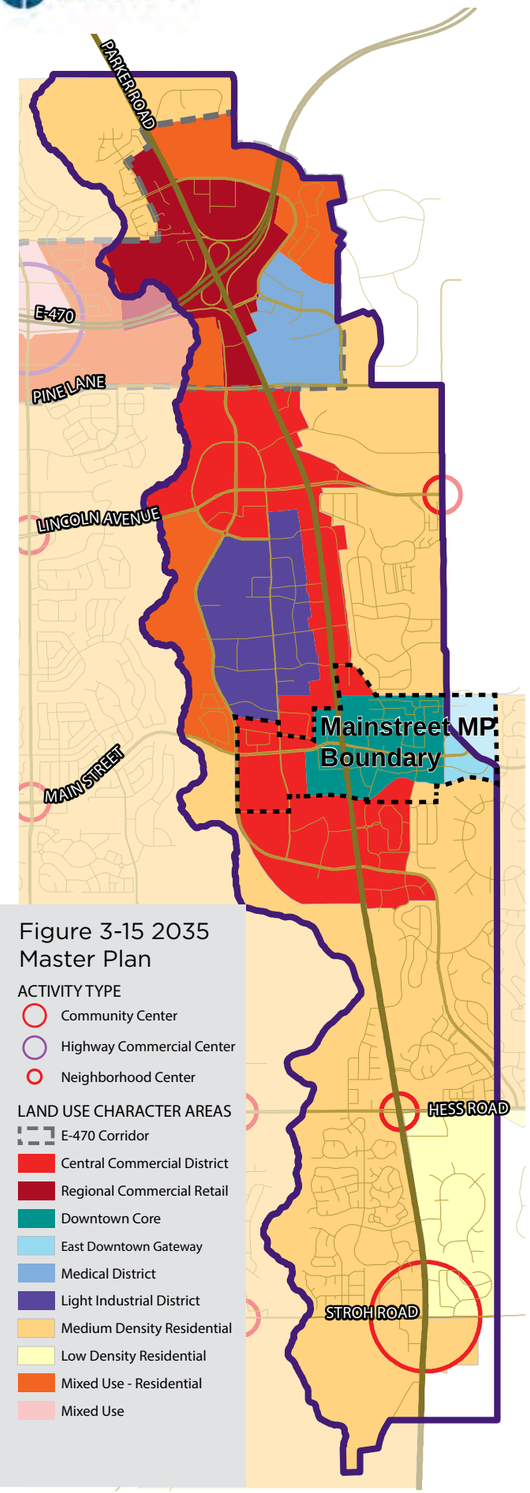


Figure 3-15 2035 Master Plan

10 | 2035 MASTER PLAN ALIGNMENT

The Parker 2035 Master Plan guides changes to the Town's physical, social, and economic environments, and provides a framework for decision-making. It does not zone land, but rather indicates categories of uses desired for future development. The Town strives to align its zoning and investment strategies with the Master Plan along with any future refinements that this Corridor Plan makes to the Master Plan.

The Master Plan uses 'Character Areas' to describe its desired built environment. An assessment of the character area's land uses and physical condition within the Parker Road corridor, along with the expectations of the Parker 2035 Master Plan are described below.

E-470 CORRIDOR

The location of the highway through Parker allows for adjacent higher-intensity land uses without significant impact to the Town. The existing land uses and physical conditions match the expectations within the Parker 2035 Master Plan.

MEDICAL DISTRICT

Uses include hospitals, medical offices, health care clinics, rehabilitation centers, hotels, and ancillary retail. The existing developed uses and physical conditions match the expectations within the Parker 2035 Master Plan.

MIXED USE

Higher-intensity uses are encouraged, including multi-family, senior housing, assisted-living facilities, office, retail and restaurants. Land uses and physical conditions match the expectations within ***2035 Master Plan.***

REGIONAL RETAIL DISTRICT

More intense retail including large-format retail (big box) and restaurant uses focus on serving both local and regional needs. The existing land uses and physical condition match the expectations within the Parker 2035 Master Plan east of Parker Road. However, the mixture of local uses west of parker Road include single-family residential.

EMPLOYMENT DISTRICT

Uses include professional, medical, and corporate offices; light industrial; flex office; and R&D facilities. Supporting uses should include personal services, convenience retail, child care, and restaurants. This character area is not located within the Parker Road corridor.

MIXED-USE RESIDENTIAL

With a residential emphasis, appropriate uses include high-density residential, senior, and assisted living facilities, and mixed-use developments that include a commercial component. Commercial uses are appropriate when they are part of a mixed-use development or provide support to adjoining uses. The existing land uses and physical conditions match the expectations within the ***Parker 2035 Master Plan.***

COMMUNITY COMMERCIAL CENTERS

Typical uses include retail and personal/business services and compatible small offices, recreational, and restaurants serving multiple neighborhoods. The existing developed uses and physical conditions match the expectations within the 2035 Master Plan.

NEIGHBORHOOD CENTERS

Neighborhood Centers should be planned to serve the basic needs of the surrounding residents. Typical uses within Neighborhood Centers include convenient retail and personal/business services, generally anchored by a grocery store. Other compatible uses such as small offices,recreational uses and restaurants are also permitted.

MAINSTREET MASTER PLAN AREA

The Mainstreet corridor should evolve to be pedestrian-friendly, supporting a vibrant and sustainable downtown. Development and redevelopment strategies for the Mainstreet corridor should encourage active pedestrian-oriented ground floor uses and character-rich architecture for buildings adjacent to Mainstreet. Office and residential uses occupy upper floors. A focus should be placed on creating walkable streetscapes and filling in gaps between existing buildings and increasing density and walkability of the area. The existing developed uses and physical condition match the expectations described in the 2035 Master Plan. The existing developed uses and physical condition west of Parker Road do not match the expectations described in the 2035 Master Plan. The roadway network and operations limit the possibilities of areas west of Parker Road developing to match the ***Parker 2035 Master Plan's*** expectations.

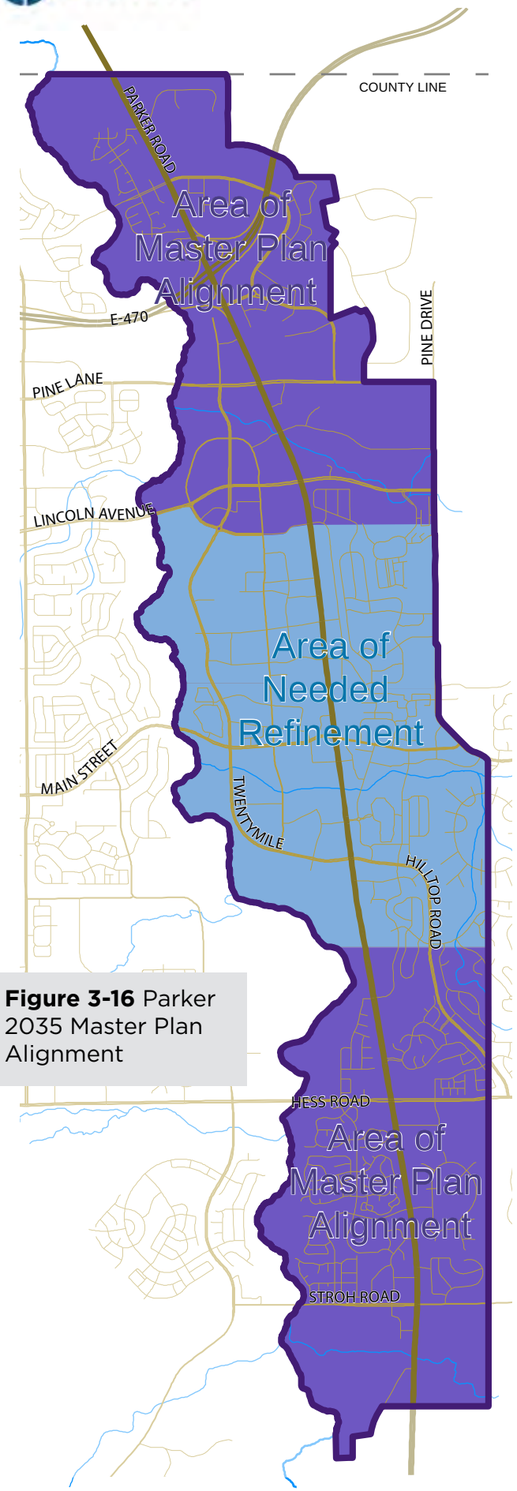


Figure 3-16 Parker 2035 Master Plan Alignment

11 | CONCLUSION

The existing land uses and physical character of the community reflect how transportation investments and zoning guide private investment. In comparing the corridor's built environment with the community's vision in the ***Parker 2035 Master Plan,*** three distinct subareas emerged (north, central, and south), each requiring varying levels of refinement to current transportation strategies and regulatory tools.

In general, the physical environment and regulatory tools of the northern and southern portions of the corridor are in alignment with the ***Parker 2035 Master Plan.*** Private development in these Subareas is newer and not dependent on the Parker Road for access. Redevelopment in these Subareas is not anticipated in the near future. Town regulations guiding new investment on vacant land generally align with the Master Plan. However, as transportation improvements are needed within these Subareas, ***improvements to the streetscape of Parker Road is also needed to improve the visual qualities of the corridor and better reflect Parker's community aesthetic.***

The physical environment and regulatory tools guiding private investment in the Central Subarea need refinement to overcome the challenges facing redevelopment and promote private reinvestment consistent with the community's vision for the core of the corridor. Private development in this Subarea is generally older and dependent on Parker Road for access. ***New access strategies are needed to ensure these properties can succeed as traffic continues to grow in the corridor.***

Reduction of the number of PDs should be considered to better align development expectations, and to be consistent with the Parker 2035 Master Plan, and create a more predictable development review process. Like the North and South Subareas, streetscape improvements along Parker Road are encouraged to reflect Parker's aesthetic and announce Downtown Parker to regional traffic. However, unlike the other Subareas in the Corridor, ***the Central Subarea also needs transportation investments that can be leveraged to not only enhance the corridor's mobility, but also facilitate redevelopment consistent with the Parker 2035 Master Plan.***

12 | STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

This analysis categorizes characteristics of the corridor and its study area based on their value and the amount of control the Town has over them. Strengths and weaknesses are positives and negatives of the area that are under the direct control of the Town of Parker.

Opportunities and threats are positives and negatives that may be influenced by the Town but are outside Parker's direct control. The below analysis was compiled based on stakeholder interviews, public meetings, and the technical analysis of the corridor.

STRENGTHS

- Newer investments in the northern and southern Subareas are aligned with the Parker 2035 Master Plan and make these portions of the corridor stable and economically strong.
- Parks, open spaces, and recreational amenities are benefiting the Town of Parker, Douglas County, and the region.
- Downtown Parker and the surrounding neighborhoods positively influence the corridor.
- Underdeveloped KOA property provides partnership opportunities to create additional street connectivity.
- The development of mixed-use projects is a viable strategy to building new office space.
- There are opportunities for new specialty, dining, and entertainment retail in mixed-use projects along Mainstreet, east and west of Parker Road.
- Redevelopment and assemblage opportunities exist for underutilized parcels. Underutilized, or "soft parcels", are well-positioned for redevelopment opportunities.

WEAKNESSES

- Properties with older development and vehicle access dependent on Parker Road are concentrated in the Central Subarea of the corridor.
- The lack of local street network burdens Parker Road operations and challenges property access and corridor redevelopment.
- Pedestrian and bike connections are lacking, uninviting, and perceived as unsafe.
- Aesthetic appearance of corridor is not consistent with the Town of Parker, its small-town character, and quality of life.
- There is a large mix of non-employment land uses in the light industrial district, decreasing employment-related investments.
- The PD Zoning District does not provide adequate guidance for the development community to implement the Parker 2035 Master Plan as well as function as a catalysis in the redevelopment of the corridor.
- Commercial and industrial design standards and guidelines are out of date and have failed to provide clear guidance to better align buildings to fronting streets, adjoining buildings, and local circulation requirements. Note, the Town is currently updating the development design standards and guidelines for adoption in the fourth quarter of 2019.

OPPORTUNITIES

- Leverage visibility and exposure provided by Parker Rd.
- Develop a collaborative partnership with CDOT and Douglas County to improve Parker Road and its surrounding land uses.
- The Town could partner with Douglas County and regional partners to extend Dransfeldt Road south over Cherry Creek to Motsenbocker Road and extend Pine Drive north to Aurora Parkway and over E-470.
- Intersections improvements on Parker Road should be leveraged to also address pedestrian and bicycle mobility and economic development opportunities.
- Strong demand for industrial/flex space exists in the Central Subarea. This product can accommodate a range of uses, including manufacturing, R&D, retail, and office.
- Flex space presents an opportunity to increase office and industrial space, as well as price-sensitive local retail and personal service businesses.
- As Parker's population continues to grow, so will the demand for additional retail shopping centers. Demand will focus around high-value corner space along Parker Road near the Mainstreet and Lincoln Avenue intersections.
- Mixed-use residential projects may be necessary to support retail and office development, especially in the Greater Downtown.
- Certain public Investments in Parker Road and adjoining Town Streets in key areas would likely catalyze development by resolving access concerns.

THREATS

- If congestion is not addressed on Parker Road, corridor travel times are expected to double in the next 20 years.
- Regional partnerships are needed to provide regional connectivity improvements that lessen the burden on Parker Road and better distribute traffic.
- Current configuration of Parker Road limits redevelopment opportunities within the Central Subarea.
- RTD's fixed routes' minimal coverage, hours of service, and low-frequency service minimize their effectiveness in providing a viable mobility partner to the Parker Road Corridor and do not serve the needs of Parker's retail, restaurant, and entertainment employees.

04

VISION, GOALS, AND PLANNING FRAMEWORK

01 | CORRIDOR VISION 59

02 | CORRIDOR GOALS 59

03 | NORTHERN SUBAREA 60

04 | CENTRAL SUBAREA 62

05 | SOUTHERN SUBAREA 64

06 | CORRIDOR TRANSPORTATION OBJECTIVES 66

07 | TRANSPORTATION

SUMMARY 76

08 | PLANNING FRAMEWORK 77

The Vision, Goals, and Planning Framework for the Parker Road Corridor are based on direction illustrated in the Parker 2035 Master Plan, information gathered through numerous stakeholder interviews and community meetings, ideas vetted with the Town's project partners at CDOT, and refinement through discussions with Parker's Planning Commission and Town Council.

The purpose of the Vision Statement, Project Goals, and Planning Framework is to define the Town's and CDOT's mutual land use and transportation expectations for the corridor and to serve as the rubric against which all future policies, decisions, and actions impacting the corridor are made. Each recommendation within this Corridor Plan is designed to further the expectations presented in this chapter.

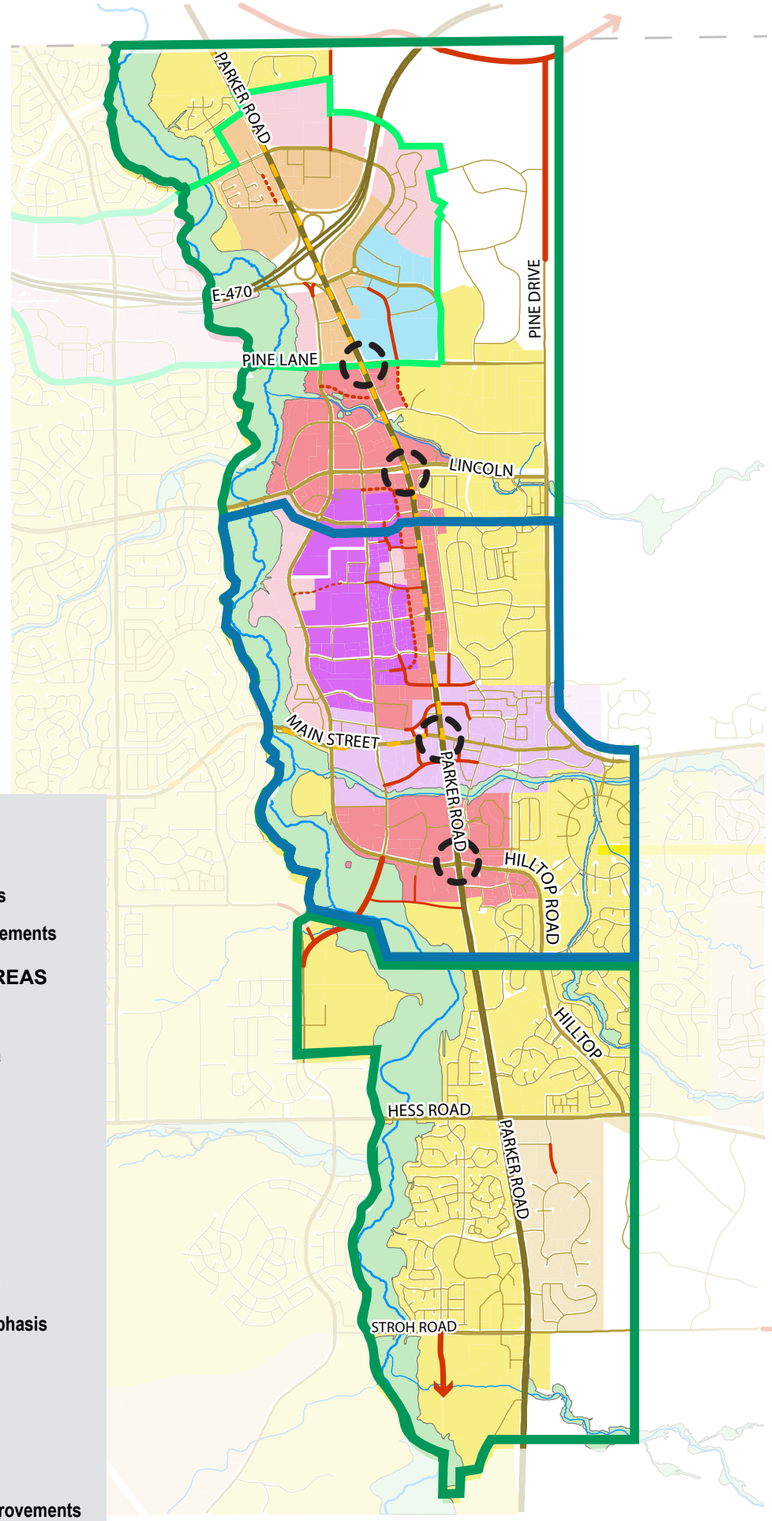


Figure 4-17
Corridor Vision

- Potential Street Connections
- Potential Cross-Access Easements

PARKER 2035 CHARACTER AREAS

- Central Commercial
- Mainstreet Master Plan Area
- E-470 Corridor
- East Downtown Gateway
- Light Industrial
- Low Density Residential
- Medical
- Medium Density Residential
- Mixed Use - Residential Emphasis
- Regional Commercial Retail
- Community Gateways
- Community Core
- Transit Partnership
- Contextual Intersection Improvements

01 | CORRIDOR VISION

Parker Road, a regionally significant highway and transportation corridor, serves as the primary commercial corridor, connecting the eastern and western portions of Downtown, and a welcoming gateway to the Town of Parker. The corridor will provide a safe, efficient, and high-quality multimodal network with mobility choices for motorists, transit riders, bicyclists, and pedestrians. Transportation investments in the corridor will be cost effective, compatible with adjoining land uses, and support sustainable land development patterns with a diverse mix of land uses that foster economic vibrancy in the Town of Parker. Figure 4-17 illustrates the integrated land use and transportation vision for the corridor.

02 | CORRIDOR GOALS

This plan will address a number of goals identified through the public process and in conjunction with stakeholders.

Parker Road will...

- ...provide context-appropriate gateway into and through the Town of Parker
- ...support development that is diverse, sustainable, and economically viable
- ...maximize safety and efficiency of operations
- ...be the economic spine for the Town of Parker which connects the eastern and western portions of Downtown
- ...interconnect the Town's multimodal network

03 | NORTHERN SUBAREA

The Northern Subarea extends from Parkglenn Way north to the Town limits and functions as the northern gateway to Parker. Transportation operations and land development policies and regulations are in alignment within the subarea. This portion of Parker Road carries the highest volume of traffic and the intersections with E-470 and Lincoln Avenue place a regional significance to the subarea. The development pattern in this subarea is generally stable. The character of the subarea is not expected to change over the next 10 to 20 years. Stability does not mean investment and growth will not continue to occur. Stability means the current land development policies and regulations in place match market realities of the subarea and allow for future development and needed transportation investments to retain the area's current community character.

GOAL

OBJECTIVES

CONTEXT

Implement a streetscape that is reflective of this subarea's suburban gateway characteristics, while recognizing that this portion of Parker Road carries its highest traffic volumes.

LAND USE

Provide attractive, higher-intensity regional retail, medical, employment, tourism, and residential land uses that benefit from their proximity to E-470 and Parker Road, but are not dependent on direct access from Parker Road.

TRANSPORTATION

Invest in strategic multimodal transportation improvements that maximize the safety and regional efficiency of the corridor and distribute local trips onto alternative corridors rather than concentrating them on Parker Road.

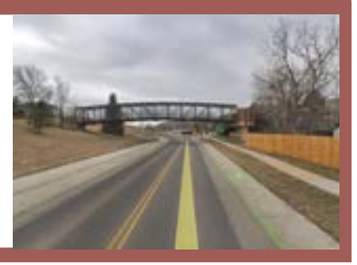


Figure 4-18 Northern Subarea Streetscape

The northern gateway streetscape of Parker Road should reflect the aesthetic aspirations of the Town.

This regional center is not oriented to Parker Road. Streetscape concepts should balance aesthetic aspirations with practical landscape features and plant materials.

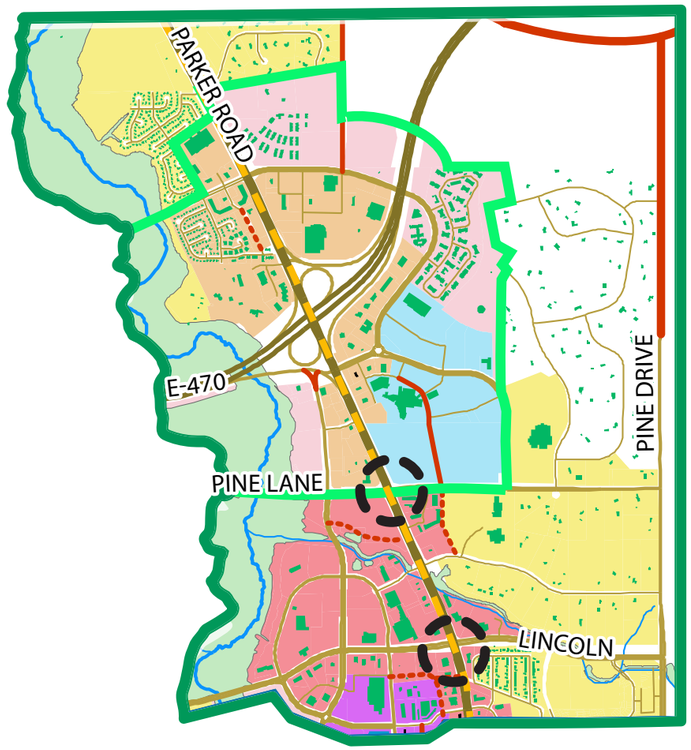


Figure 4-19 Northern Subarea Vision

- Potential Street Connections
- Potential Cross-Access Easements

PARKER 2035 CHARACTER AREAS

- Central Commercial
- Mainstreet Master Plan Area
- E-470 Corridor
- East Downtown Gateway
- Light Industrial
- Low Density Residential
- Medical
- Medium Density Residential
- Mixed Use - Residential Emphasis
- Regional Commercial Retail
- Community Gateways
- Community Core
- Transit Partnership
- Contextual Intersection Improvements

04 | CENTRAL SUBAREA

The Central Subarea extends south between Parkglenn Way to Pine Drive/Indian Pipe lane, south of Twenty Mile Road. The subarea represents the older portions of the corridor and includes the Town's Greater Downtown Zone District. There are two distinct character areas within this subarea, the western downtown and the central employment area. Together, the two character areas represent the commercial and cultural core of the Parker Road Corridor. Transportation operations and land development policies and regulations are misaligned in the subarea, meaning the access needs of the allowed land uses and adjoining properties do not match the operational requirements of the highway. The intersections with Mainstreet and Twenty Mile Road, with catalytic investments, represent a combination of local and regional mixed-use and commercial opportunities.

The development pattern in this subarea is anticipated to change over the next 10 to 20 years. If not transportation investments are not coordinated, the vision illustrated in the Parker 2035 Master Plan is not expected to be retained within the two character areas of the subarea. Currently adopted land transportation improvement plans and land use policies and regulations need to be modified to ensure the desired vision for the subarea can be accomplished.

THE CENTRAL EMPLOYMENT CHARACTER AREA

GOAL

The Central Employment Character Area will evolve into an eclectic and vibrant employment area with a mix of attractive commercial and employment-based land uses that fit with the smaller parcels of the area.

WESTERN DOWNTOWN CHARACTER AREA

GOAL

The Western Downtown Character Area will balance the regional mobility significance of Parker Road with the economic and cultural importance of Downtown Parker. It will capitalize on an interconnected street network and innovative intersection designs to evolve into an economically vibrant, cohesive, and walkable Town Center.

OBJECTIVES

CONTEXT

Design a Parker Road that recognizes properties that are access dependent while implementing an aesthetic streetscape reflective of Parker's community core.	Design that includes streetscape reinforcing the slower speed and character of Downtown Parker and is reflective of the sense of place expectations of being the heart of Parker.

LAND USE

Encourage employment land uses with supportive commercial and daily services with retail opportunities at corners. Partner with property owners to create alternative or combined access so that land uses all benefit from their proximity to Parker Road, but are not dependent on direct access from the highway.	Expand the economic capacity and the walkable mix use character of Downtown Parker west of Parker Road by modifying its access to and from the highway and minimizing the physical and economic barrier the corridor causes.

TRANSPORTATION

Invest in strategic multimodal transportation improvements and access management tools that safely distribute local and regional trips onto convenient alternative corridors and connections rather than concentrating them on Parker Road.	Invest in strategic multimodal transportation improvements around the Parker Road and Mainstreet intersection that enables redevelopment into a more walkable Downtown, where private investments contribute to the creation of an interconnected local street network.

Figure 4-20 Central Subarea Streetscape

Parker Road streetscape through the core of the community should reflect the commercial and cultural significant of the subarea.

Unlike the gateways, the central subarea embraces Parker Road as its signature address. High pedestrian activity is anticipated throughout the subarea. Streetscape concepts in the core should be more intense with higher maintenance requirements than the gateways.

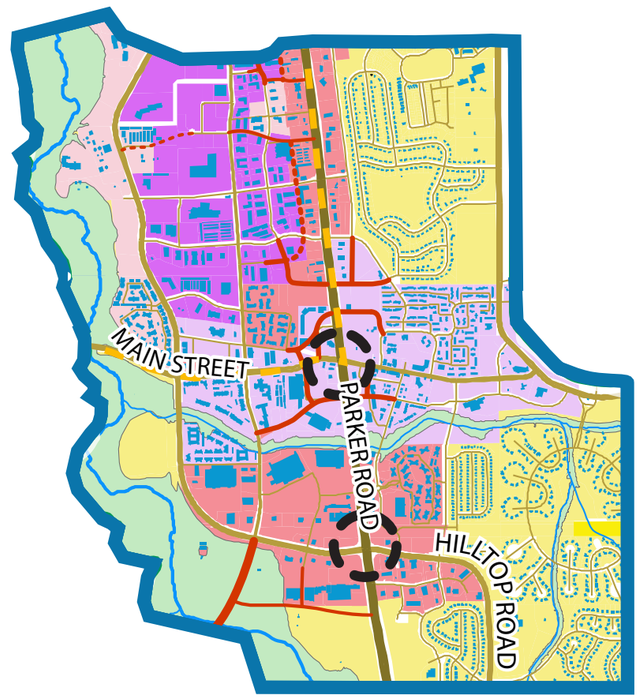


Figure 4-21 Central Subarea Vision

- Potential Street Connections
- Potential Cross-Access Easements

PARKER 2035 CHARACTER AREAS

- Central Commercial
- Mainstreet Master Plan Area
- E-470 Corridor
- East Downtown Gateway
- Light Industrial
- Low Density Residential
- Medical
- Medium Density Residential
- Mixed Use - Residential Emphasis
- Regional Commercial Retail
- Community Gateways
- Community Core

05 | SOUTHERN SUBAREA

The Southern Subarea functions as southern gateway to Parker, extending generally from Pine Dr./ Indian Pipe Lane south to the Town limits. Transportation operations and land development policies and regulations, like the northern subarea, are in alignment. The southern portion of Parker Road carries the lowest volume of traffic. The crossroad intersections of Hess Road and Stroh Road make them attractive for neighborhood centers. The character of the subarea is not expected to change over the next 10 to 20 years because the residential pattern of development in the subarea is stable. Like the northern subarea, current development policies and regulations in place match market realities of the subarea and allow for anticipated development and needed transportation investments to retain the area's current community character.

GOAL

The Southern Subarea will embrace the mobility significance of Parker Road by continuing to develop parallel roadway corridors that minimize access dependence on the highway and provide route options. The subarea will retain its residential character, support community-serving commercial nodes at major intersections, and continue to develop as the Town's southern gateway.

OBJECTIVES

CONTEXT

Design a Parker Road that implements a streetscape that is reflective of this subarea's gateway characteristics by providing an aesthetically appealing experience for drivers.

LAND USE

Preserve the residential character of the corridor with wide buffers for along Parker Road. Also accommodate future development of neighborhood-serving commercial areas at important intersections.

TRANSPORTATION

Invest in strategic multimodal transportation improvements that maximize the safety and regional efficiency of the corridor and distribute local trips onto alternative corridors rather than concentrating them on Parker Road.

Figure 4-22 Southern Subarea Streetscape

The southern gateway streetscape of Parker Road should reflect the aesthetic aspirations of the Town.

Other than emerging neighborhood centers, the neighborhoods in the southern segment are not oriented toward Parker Road. Less pedestrian activity is anticipated in this segment of the corridor. Streetscape concepts in this subarea should balance aesthetic aspirations with practical landscape features and plant materials.

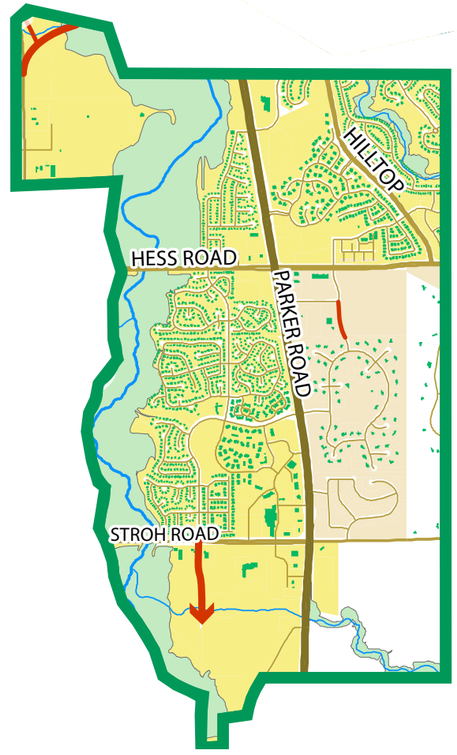


Figure 4-23 Southern Subarea Vision

- Potential Street Connections
- Potential Cross-Access Easements

PARKER 2035 CHARACTER AREAS

- Central Commercial
- Downtown Core
- E-470 Corridor
- East Downtown Gateway
- Light Industrial
- Low Density Residential
- Medical
- Medium Density Residential
- Mixed Use - Residential Emphasis
- Regional Commercial Retail
- Community Gateways
- Community Core
- Transit Partnership
- Contextual Intersection Improvements

06 | CORRIDOR TRANSPORTATION OBJECTIVES

Parker Road is a regionally significant state highway where its operational requirements transcend the Town of Parker. Transportation goals previously described frame the Corridor's Vision Statement and Goals of each Subarea to ensure Parker Road operates efficiently and safely and the physical design and operation of the facility is compatible with the Town's vision for its surrounding land uses. Four transportation objectives the Parker Road Corridor Plan must achieve are presented below:

PARKER ROAD IMPROVEMENTS

Parker Road's traffic operation is influenced by its access requirements and the safety and efficiency of each of its intersections. The anticipated traffic growth in the corridor indicate only four of the corridor's thirteen signalized intersections (Pine Lane, Lincoln Avenue, Mainstreet, and Twenty Mile Road) require modifications to ensure SH 83 operates at an acceptable LOS. The following pages show how the Town, Douglas County, and CDOT collaborated to address Parker Road's operation.

LOCAL AND REGIONAL STREET CONNECTIVITY

For Parker Road to accommodate anticipated traffic volumes, operate to CDOT's expectations, and fit contextually in the Town of Parker, more local and regional street connectivity must be incorporated throughout the corridor. The Town will need to proactively implement policies and actions to increase local street connectivity. This can be accomplished two ways:

- Regulate private development to provide additional connectivity through the dedication of public streets and public access easements when properties redevelop. This is accomplished by updating the Parker Municipal Code's Streets, Sidewalks and Public Spaces and its referenced design requirements.
- Construct new local and regional streets in critical locations which better interconnect the corridor. Suggested new local streets, public access easements, and regional roadway extensions in the corridor are shown to the right. Regional connections extend Dransfeldt Road south to Motsenbocker Road and extend Pine Lane north to the proposed Aurora Parkway.

PEDESTRIAN AND BICYCLE SAFETY AND COMFORT

The Town of Parker is committed to providing safe, convenient, and well-maintained biking and walking opportunities appropriate for all ages and ability levels. The limited street connectivity previously discussed has concentrated traffic and created larger high-speed roadways which create barriers for pedestrians and bicyclists. CDOT and the Town have mitigated some of these challenges by constructing several creek trails, underpasses, and proposed overpasses to complement a robust off-street trail network. More should be done.

The Parker Road Corridor Plan should develop specific priorities to complete the sidewalk and trail network throughout the corridor and along both sides of Parker Road. Additionally, the Town and CDOT should strive to improve pedestrian and bicycle safety and comfort through the proactive utilization of pedestrian and bicycle safety audits and the deliberate implementation of lower-stress facilities that better separate pedestrians and bicyclists from vehicular traffic. Recommended facility improvements are shown on the map on the next page, Fig. 4-24..

TRANSIT EXPERIENCE

RTD's transit service is limited in the Parker Road Corridor. Future RTD service improvements are challenged in meeting the community's expectations of providing a larger mobility role in the corridor in the near-term. Transit's success in providing a reliable mobility choice is primarily driven by the walkability of the physical environment and land use density of transit's adjoining development. As the Parker Road corridor and the Town of Parker continue to develop and redevelop, ridership will increase on RTD's system and improvements to local service will become viable. However, in the near-term, the Town can focus transit it priorities on improving the walking environment in the corridor and continue to upgrade transit facilities to improve experience for existing and future transit customers.

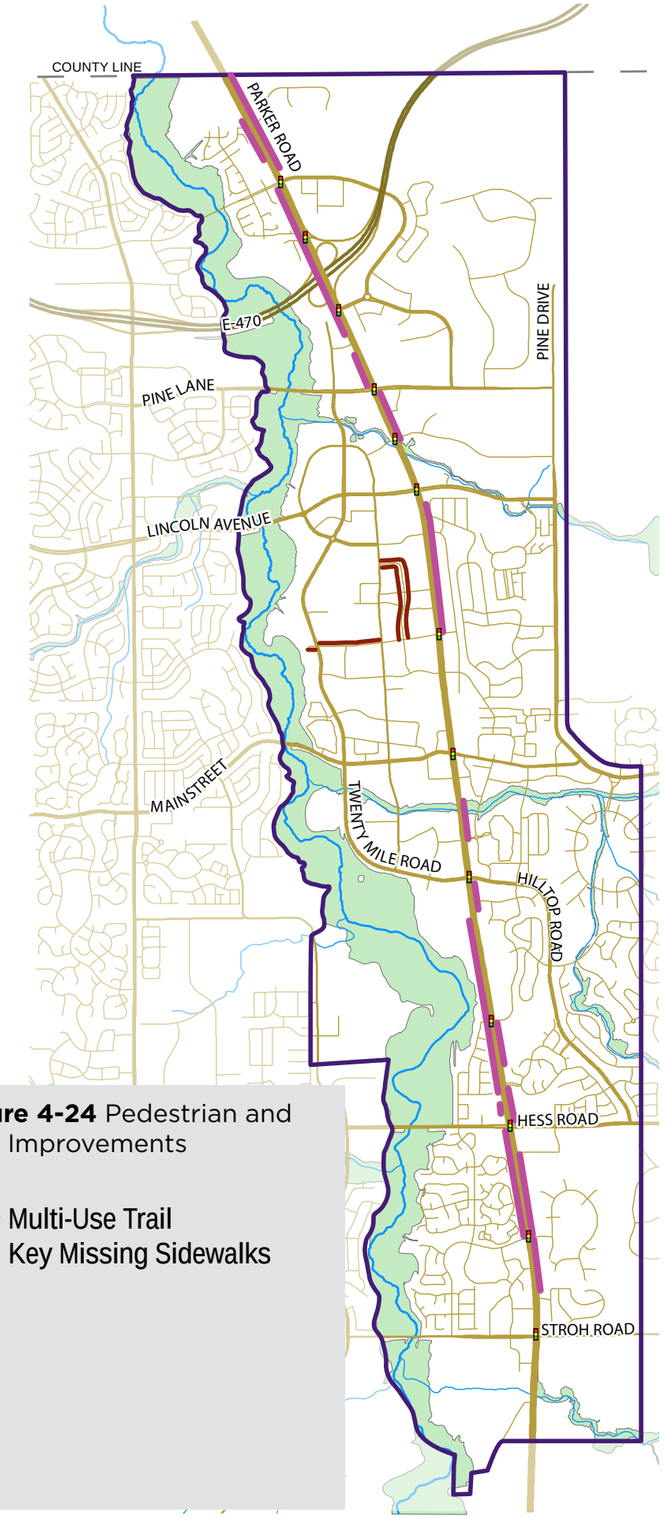


Figure 4-24 Pedestrian and Bike Improvements

Multi-Use Trail
Key Missing Sidewalks

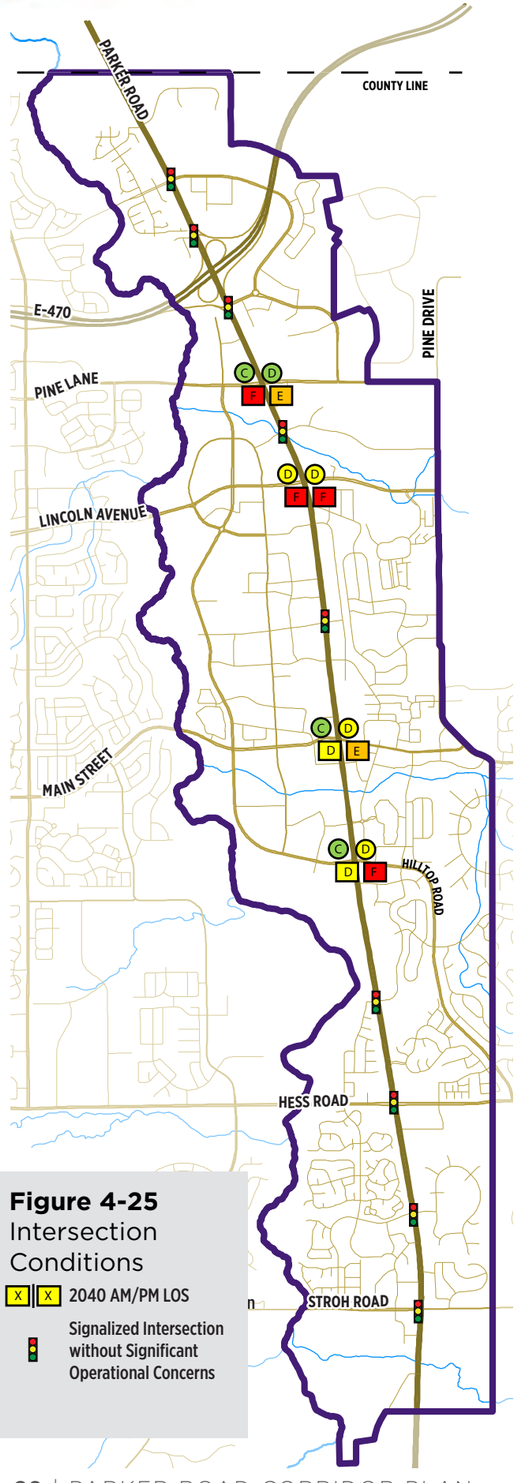


Figure 4-25
Intersection Conditions

X X 2040 AM/PM LOS

Signalized Intersection without Significant Operational Concerns

PARKER ROAD INTERSECTION IMPROVEMENTS

Transportation investments influence the land uses that surround them. This Planning Framework presents the future year 2040 traffic analysis and an initial screening of alternatives to ensure the project's objectives are achievable before specific integrated land use and transportation solutions were evaluated.

Parker Road's signalized intersections within the project limits are expected to operate with acceptable LOS during the morning and afternoon peak hours in 2040 with exception of the four key intersections as previously identified. (Note, a complete 2040 Traffic Operations Analysis was conducted for the corridor and is included in the appendix of this report.)

If nothing is done to improve traffic operations at these four intersections, the travel times along the Parker Road are expected to double by the year 2040 with the following delays:

- Pine Lane: 1 min./23 sec. (am peak) – LOS F
- Lincoln Avenue: 1 min./40 sec. (am peak) - LOS F
- Mainstreet: 1 min./2 sec. (pm peak) – LOS E
- Twenty-Mile Road: 1 min./27 sec. (pm peak) – LOS F

INTERSECTION SCREENING

An initial screening of alternative intersection solutions was conducted to fully understand the range of possible improvements necessary to accommodate future traffic volumes in the corridor. Intersection improvements considered viable were advanced for further traffic analysis and community land use capability evaluations. (Note, detailed design analysis of each alternative considered is included in the appendix of this report.

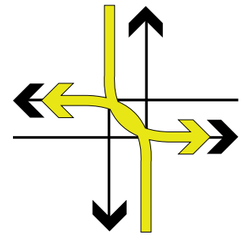
In general, there are two categories of intersection improvements: **at-grade** and **grade separated**. Both have a wide variety of possible configurations. At-grade intersections represent configurations of intersecting roadways where all the various travel movements intersect at the same level. Traffic movements for at-grade intersections are generally controlled by either stop signs, traffic signals, or roundabouts.

Grade-separated interchanges are represented by the intersection of two roadways where traffic movements are separated, and one movement goes either above, or under, the other movements. There are varying degrees of grade-separated intersections, ranging from only opposing through movements being separated to more complicated interchanges where all movements are separated.

AT-GRADE INTERSECTION IMPROVEMENTS CONSIDERED

CONVENTIONAL WIDENING

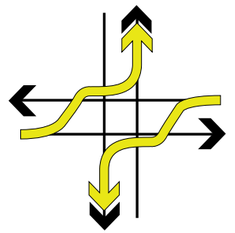
Intersection widening adds vehicle capacity to the intersection by expanding the roadway to accommodate needed traffic movements. Widening can range from adding a left or right-turn lane to expanding an entire intersection to accommodate the widening of a two-lane roadway into a four lane roadway.

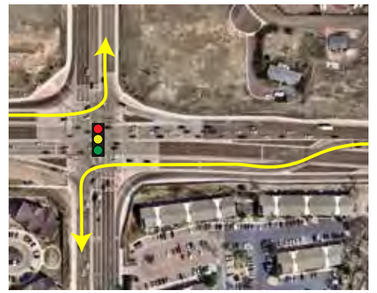


A typical widening in Colorado Springs, CO

CONTINUOUS FLOW INTERSECTION (CFI)

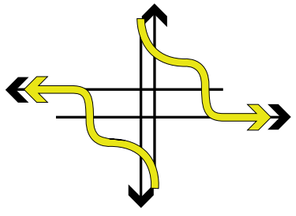
A CFI is an alternative intersection design that shifts left-turn movements away from the primary intersection. When entering a CFI intersection, vehicles turning left turn across the opposing traffic in advance of the intersection. A left turn signal in the intersection is not necessary, instead, vehicles traveling in both directions can proceed.





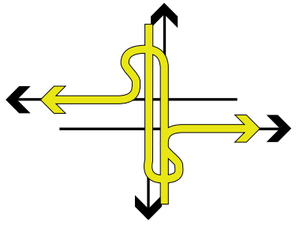
A CFI in Colorado Springs, CO

The following are variations of continuous flow Intersections:



A displaced FI in Birmingham, MI

- **DISPLACED LEFT CFI:** Allows Left-turns occur a number of blocks ahead of the intersection.



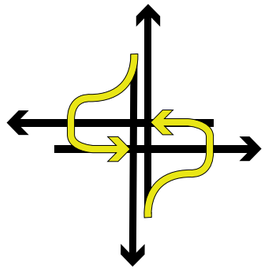
- **U-TURN CFI (MICHIGAN LEFT)**- Left-turning vehicles proceeds through the intersection and make a left/U-turn followed by a right-turn to complete the movement.

A Michigan-left in Birmingham, MI

QUADRANT INTERSECTIONS

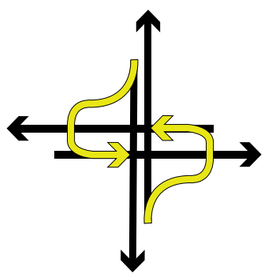
A quadrant intersection design eliminates left-turn movements and requires motorists to make a series of right-turns. Similar to the CFI there are no left-turns at the intersection which increase intersection capacity approximately 30% because there are no protected left-turn arrows.

- **CONVENTIONAL** The conventional configuration of the quadrant is often referred to as the jug-handle. Instead of a standard left turn being made from the left lane, left-turning traffic uses a ramp on the right side of the road.



A conventional quadrant intersection in Hazlet, NJ

- **DISPLACED RIGHTS-** A displaced quadrant allows right-turns to occur in advance of the primary intersection.

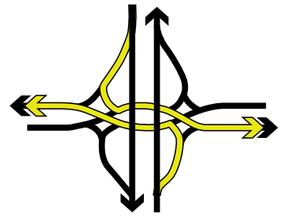


A displaced right quadrant intersection in Fairfield, OH

GRADE SEPARATED INTERCHANGES IMPROVEMENTS CONSIDERED

DIVERGING DIAMOND INTERCHANGE

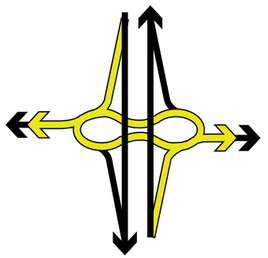
A diverging diamond interchange (DDI) is a grade-separated interchange where the traffic on the minor road cross to the other side. The crossover typically occurs at a signalized intersection. This interchange provides a significant safety improvement by eliminating dangerous left turns.



A DDI in Louisville, CO

DIAMOND INTERCHANGE WITH ROUNDABOUTS

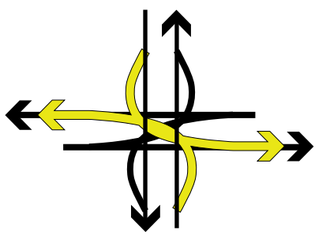
A diamond interchange with roundabouts is commonly called a dumbbell or dog bone depending on the orientation of the roundabouts. The intersection is a grade-separated interchange which the efficiency of roundabouts instead of traffic signals for the minor road. This interchange provides a significant improvement in safety by removing left turns and signalized movements.



A diamond interchange with roundabout in Carmel, IN

SINGLE POINT URBAN INTERCHANGE (SPUI)

A SPUI (pronounced “Spooey”) is a grade-separated interchange with a single traffic signal at the center of the minor roadway intersection. Vehicles make opposing left-turns at the same time under the protection of a traffic signal. This interchange can be constructed in less space than other traditional interchanges; however, a SPUI typically requires a larger and more expensive bridge structure than other interchange options.



A SPUI in Carmel, IN

PINE LANE

The intersection of Pine Lane and Parker Road is expected to continue operating acceptably (LOS D) with the existing lane configurations through 2025. By 2030, it is believed that improvements would be needed at this intersection. A simple conventional operational widening of Parker Road is all that is needed to maintain a traffic LOS above D through 2040.

INTERSECTION ANALYSIS

Conventional Widening	●	Converts right-turn lanes to shared through and right-turn lanes

CONTINUOUS FLOW INTERSECTION (CFI)

Conventional	●	Unnecessary
Displaced Lefts	●	Unnecessary
U-turns (Michigan Left)	●	Unnecessary

QUADRANT

Conventional	●	Unnecessary
Displaced Rights	●	Unnecessary

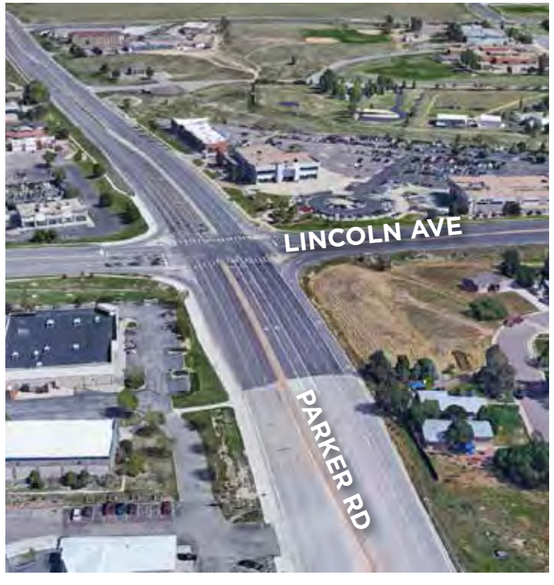
GRADE SEPARATIONS

Diamond	●	Unnecessary
Diamond with Roundabouts	●	Unnecessary
Single Point Urban Interchange (SPUI)	●	Unnecessary
Diverging Diamond	●	Unnecessary

● Advance to more detailed analysis ● Do not advance for detailed analysis

LINCOLN

The Lincoln Avenue intersection with Parker Road is the second busiest intersection along the corridor, (after the E-470 Interchange). In the long-term, the intersection will need to be grade separated. Further engineering analysis is needed to determine the specific configuration and which roadway goes above or below the other. In the interim, a simple widening of the corridor that converts a dedicated right-turn lane to a through and right-turn lane in both directions manages traffic congestion above an LOS D through the year 2030.



INTERSECTION ANALYSIS

Conventional Widening	●	Feasibility and Impacts

CONTINUOUS FLOW INTERSECTION (CFI)

Conventional	●	Feasibility and Impacts
Displaced Lefts	●	Limited grid and congestion on secondary streets
U-turns (Michigan Left)	●	Impractical with truck volumes

QUADRANT

Conventional	●	Limited grid and congestion on secondary streets
Displaced Rights	●	Limited grid and congestion on secondary streets

GRADE SEPARATIONS

Diamond	●	Creates an opposing left-turn conflict, not enough storage
Diamond with Roundabouts	●	Feasibility and Impacts
Single Point Urban Interchange (SPUI)	●	Creates free-flow Parker Road
Diverging Diamond	●	Creates free-flow Parker Road

● Advance to more detailed analysis ● Do not advance for detailed analysis

MAINSTREET

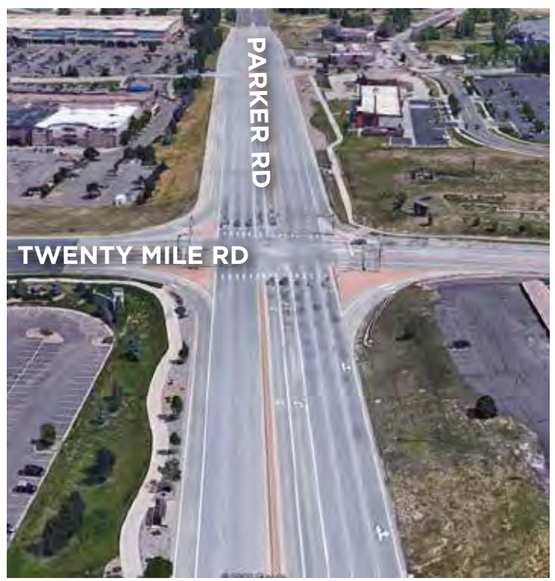
The Mainstreet intersection with Parker Road is expected to operate below LOS D before the year 2040. Development could make improvements sooner to catalyze reinvestment within the Greater Downtown District of Parker. Two alternatives are being recommended for advancement, an at-grade displaced left CFI and a grade-separated diamond interchange with roundabouts. Both alternatives easily accommodate the anticipated year 2040 traffic volumes with an LOS .

	TWO-WAY	ONE-WAY (E. PIKES PEAK)	ONE-WAY (VICTORIAN)
Conventional Widening	Feasibility and Impacts	Feasibility and Impacts	Feasibility and Impacts
CONTINUOUS FLOW INTERSECTION (CFI)			
Conventional	No place-making amenities or redevelopment potential	Incompatible	
Displaced Lefts	Available secondary street capacity and redevelopment potential	Creates an opposing left-turn conflict, not enough storage	Concentrates traffic at Victorian and Mainstreet creating barrier to O'Brien Park
U-turns	Limited place-making amenities or redevelopment potential	Incompatible	Incompatible
QUADRANT			
Conventional	Stacking challenges on secondary streets and limited redevelopment potential	Incompatible	Stacking challenges on secondary streets and limited redevelopment potential
Displaced Rights	Stacking challenges on secondary streets and limited redevelopment potential	Incompatible	Stacking challenges on secondary streets and limited redevelopment potential
GRADE SEPARATIONS			
Diamond	No place-making amenities or redevelopment potential	Incompatible	
Diamond with Roundabouts	Most amenities grade separated	Incompatible	
Single Point Urban Interchange	No place-making amenities or redevelopment potential	Incompatible	
Diverging Diamond	Limited place-making amenities or redevelopment potential	Incompatible	

Advance to more detailed analysis
Operationally neutral, land use and economic impacts need to be studied
Do not advance for detailed analysis

TWENTY MILE

The Twenty Mile Road intersection with Parker Road is anticipated to fall below a LOS D by 2030. Only one alternative is being recommended for advancement, an at-grade conventional CFI. This alternative will accommodate the anticipated traffic volumes in 2040.



INTERSECTION ANALYSIS

Conventional Widening	Feasibility and Impacts
CONTINUOUS FLOW INTERSECTION (CFI)	
Conventional	Includes free-flow right-turns
Displaced Lefts	Dependent on the redevelopment of KOA
U-turns (Michigan Left)	Feasibility and Impacts
QUADRANT	
Conventional	Feasibility and Impacts
Displaced Rights	Stacking challenges on secondary streets and limited redevelopment potential
GRADE SEPARATIONS	
Diamond	Creates an opposing left-turn conflict, not enough storage
Diamond with Roundabouts	Feasibility and Impacts
Single Point Urban Interchange (SPUI)	Feasibility and Impacts
Diverging Diamond	Feasibility and Impacts

Advance to more detailed analysis
Do not advance for detailed analysis

07 | TRANSPORTATION SUMMARY

The 2040 traffic analysis demonstrates the recommended alternatives described below will improve travel times through the corridor between 1.5 to 3.5 minutes when compared to the 2040 no-build scenario. Each of the four primary intersections on Parker Road will operate above the minimum expectation of LOS D. These four intersection improvements along with the recommended transportation objectives, presented earlier, establish the transportation framework for the Central Subarea Focus Plan presented in Section 4.

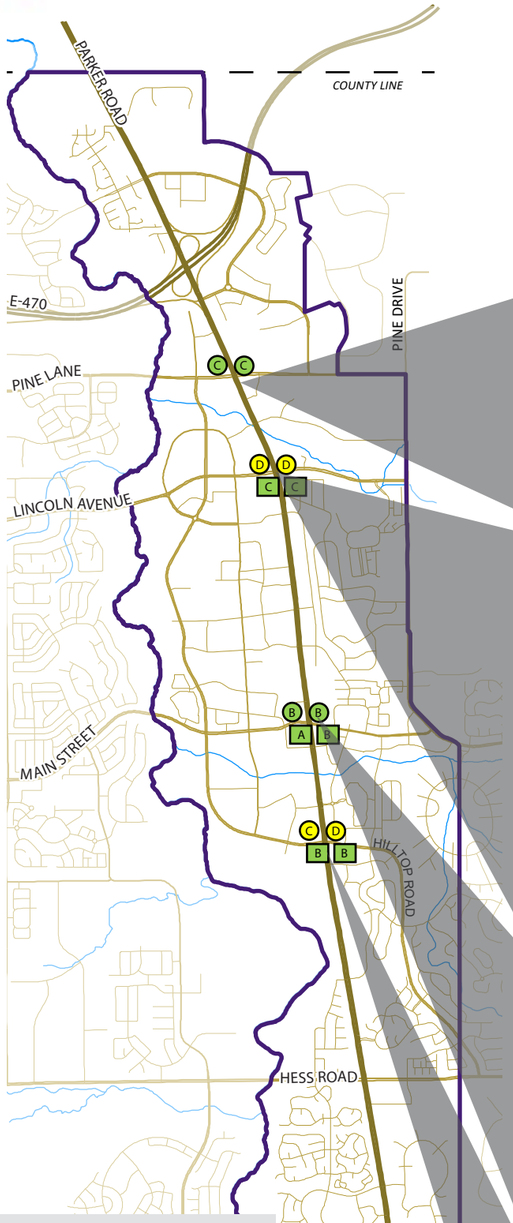


Figure 4-26 Future Traffic Operations with improvements

- C|C 2040 Lower Cost AM/PM LOS
- D|D 2040 Higher Cost AM/PM LOS
- LOS A, B, C
- LOS D

PINE LANE

A simple widening of Parker Road through the intersection converting the dedicated right-turn lanes to two shared through and right-turn lanes will keep the intersection LOS above D past 2040.

LINCOLN AVENUE

SINGLE POINT URBAN INTERCHANGE

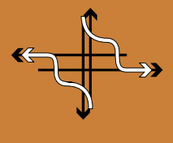
DIVERGING DIAMOND INTERCHANGE

By 2040 the intersection will need to be grade separated (between $35/$45 million in today's dollars). However, in near-term, a simple conversion of the existing dedicated right-turn lanes to a shared through and right will maintain traffic above LOS D through 2035.

MAINSTREET

DIAMOND W/ ROUNDABOUTS (Grade Separated)

DISPLACED LEFTS (AT-GRADE)



Two alternatives, an at-grade displaced left and a grade-separated diamond interchange with roundabouts will accommodate traffic well past 2040.

TWENTY MILE ROAD

A CFI will accommodate year 2040 traffic. Additional connectivity provided by extending Dransfeldt Road to Motsenbocker Road and connecting Dransfeldt though a future KOA Property Annexation will extend the life of the CFI significantly.

08 | PLANNING FRAMEWORK

The Planning Framework represents a long-range integrated transportation and land use strategy for the corridor which build on the established vision of the ***Parker 2035 Master Plan*** and the ***Town's Long-Range Transportation Master Plan.***

The Planning Framework shows corridor-wide recommended land use changes and transportation investments that are needed to ensure the integrated land use and transportation visions for Parker Road is achieved.

The map shows recommended transportation connections and areas of land use stability and compatibility with the ***Parker 2035 Master Plan.*** The map also shows the character areas of the corridor needing a focus area plan to resolve land use incompatibilities with the current 2035 Master Plan. The recommended Focus Plan is shown in Chapter 5.

The most significant recommended changes to the 2035 Master Plan for the Parker Road Corridor are three-fold:

1) develop a context appropriate transportation strategies and solutions for the four key Parker Road intersections impacting the long-term safety, operations of State Highway 83, and economic vitality of the Town;

2) emphasize the development of additional street connections, public access easements, and street upgrades to interconnect the corridor and more equitably distribute regional and local traffic in the corridor; and,

3) implements the Focus Area Plan for the Central Subarea of the Parker Road Corridor to address the discrepancies and misalignments between the built environment, established development regulations, economic and market opportunities and community expectations.

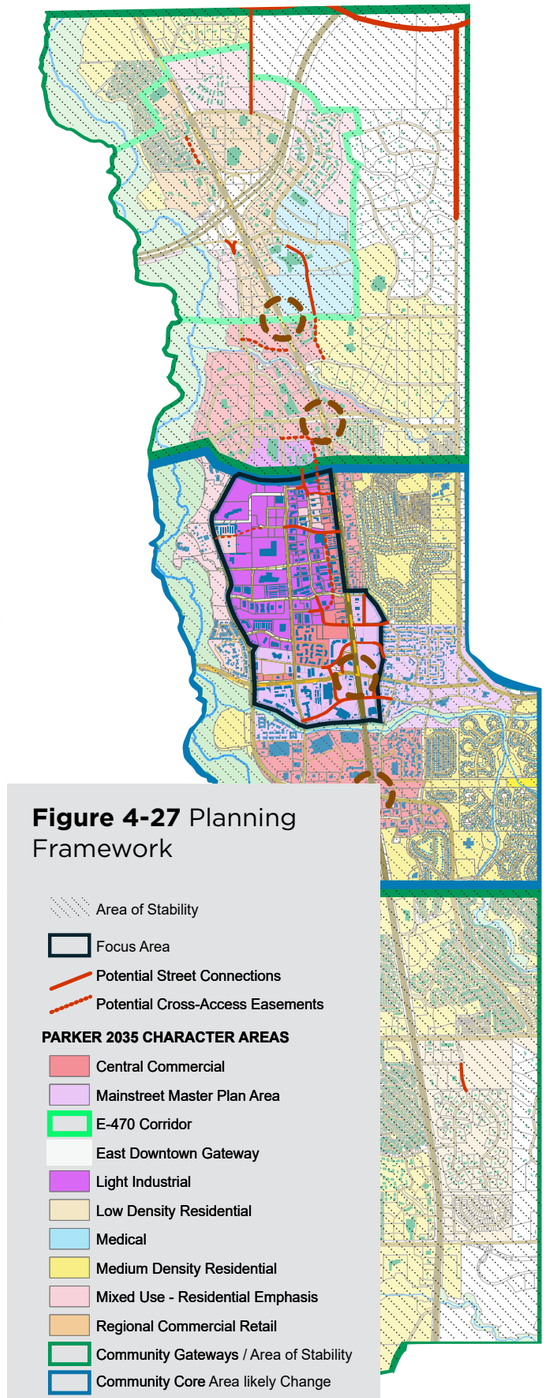


Figure 4-27 Planning Framework

05

CENTRAL SUBAREA FOCUS PLAN

01 | THE CHARACTER ZONES 80

02 | SUBAREA'S TRANSPORTATION PRIORITIES 81

03 | CENTRAL COMMERCIAL AND EMPLOYMENT CHARACTER AREATHE CENTRAL COMMERCIAL AND EMPLOYMENT CHARACTER ZONE 82 84

04 | WESTERN DOWNTOWN CHARACTER AREATHE WESTERN GREATER DOWNTOWN CHARACTER ZONE 88

05 | NEXT STEPS AND ACTIONS

This Focus Plan supports and refines the ***Parker 2035 Master Plan's*** vision for the Parker Road Corridor's Central Subarea and provides integrated transportation and land use strategies to ensure the corridor's future traffic operations and the resulting community development pattern align with both the Town's and CDOT's expectations highlighted in Chapter 4.

The illustrative urban design concepts shown in this chapter represent possible long-term development scenarios for two character areas within the Central Subarea. The site plans presented are intended to illustrate potential build-out scenarios and provide guidance on transportation and land use recommendations based on the Corridor's Vision, Goals, and Planning Framework presented in the previous chapter.

01 | CHARACTER AREAS

The Central Subarea of the Parker Road Corridor represents the commercial and cultural core of the Town of Parker. While most of the subarea is not expected to change from what is currently envisioned in the ***Parker 2035 Master Plan,*** two distinct character areas within this subarea represent older portions of the corridor where transportation operations and land development policies are misaligned and need to be modernized. Unlike other portions of the subarea, the development pattern within these two-character areas are anticipated to change over the next 10 to 20 years.

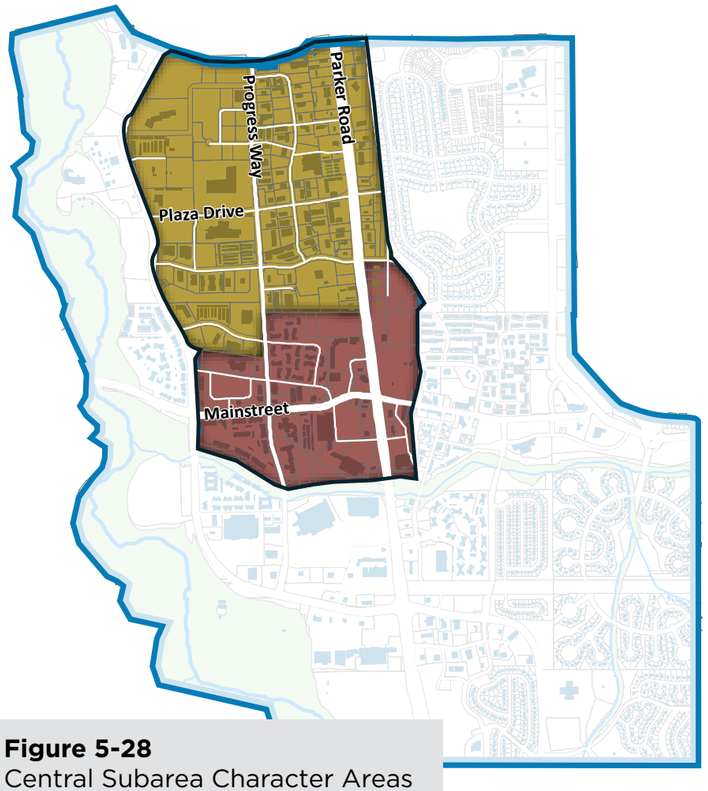


Figure 5-28
Central Subarea Character Areas

Central Commercial and Employment Character Area

This character area is generally bound by Lincoln Meadows Parkway / Parkglenn Way on the north, Twenty Mile on the West, Parker Road on the east, and the Town's Greater Downtown Zone District on the south.

The *2035 Master Plan* shows this area is evolving into a commercial along Parker Road and a light industrial employment area along Progress Lane and Dransfeldt Road.

Western Downtown Character Area

This character area is generally bound by the J.S. Parker Cemetery / Longs Way on the north, Twenty Mile on the west, Longs Way / O'Brien Park on the east, and Sulphur Gulch on the south.

The *2035 Master Plan* shows this area evolving into a central commercial area as well as the downtown Mainstreet Master Plan area.

02 | TRANSPORTATION PRIORITIES

Transportation priorities within the central subarea:

- Identify and commit to context sensitive multimodal operational and safety improvements to the Mainstreet and Parker Road intersection
- Increase local street connectivity, public access, and street upgrades to more equitably distribute traffic in the corridor
- Improve access management along Parker Road.

A new three-quarter movement intersection is proposed for the Parker Road and Mountain Man Road to increase access to the central commercial and employment character area and minimize driveway cuts along Parker Road. Two alternative intersection configurations -- a grade-separated diamond intersection with roundabouts -- and an at-grade off-set left CFI are proposed for the Mainstreet and Parker Road intersection.

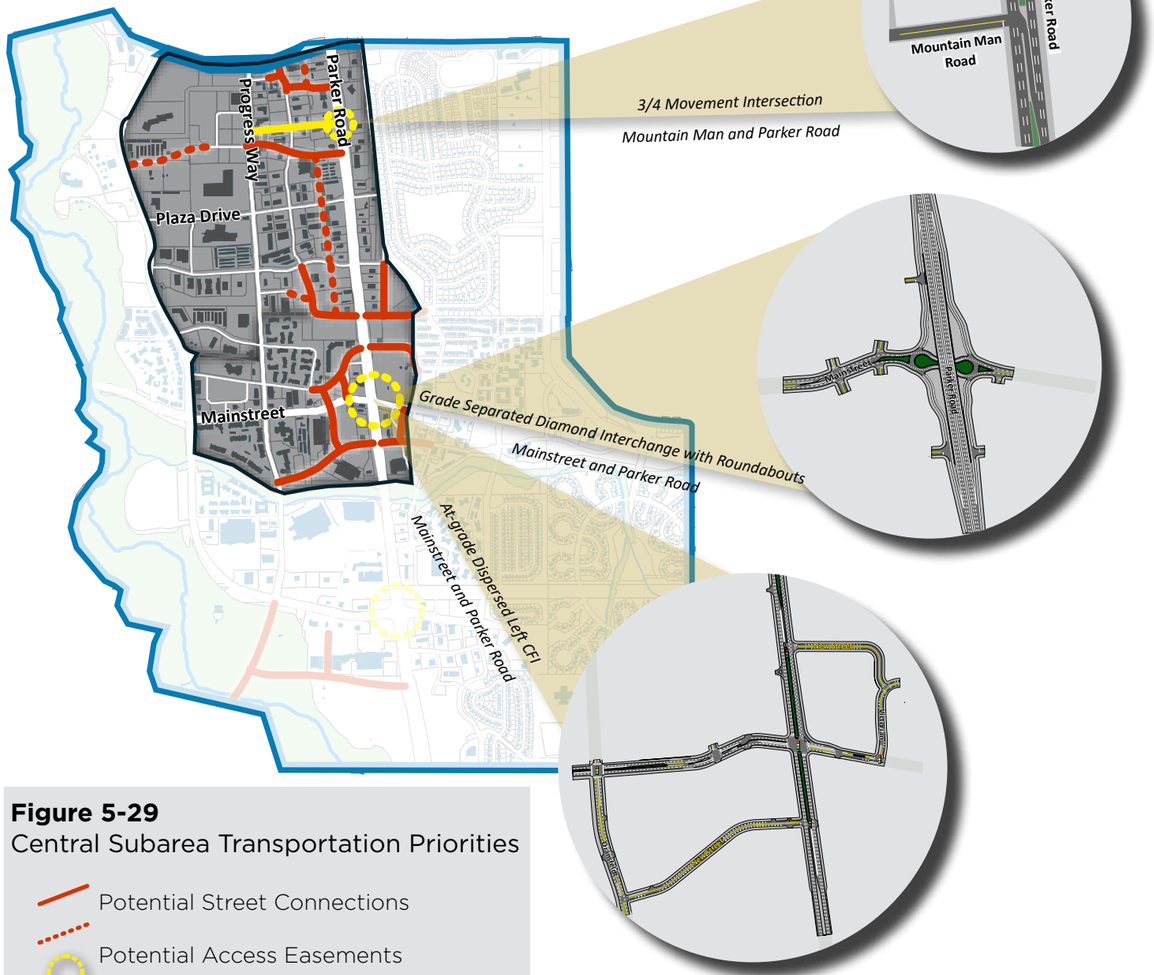


Figure 5-29
Central Subarea Transportation Priorities

- Potential Street Connections
- Potential Access Easements
- Contextual Intersection Improvements

03 | CENTRAL COMMERCIAL AND EMPLOYMENT CHARACTER AREA

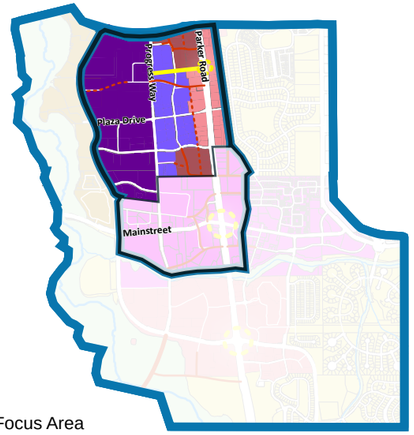
The *2035 Master Plan* identifies two land use character areas within this portion of the Corridor. Proposed transportation improvements and parcel sizes suggest additional land uses are needed to match market opportunities presented in Chapter 3. Four proposed land uses are recommended within this character area and are shown in Figure 5-30.

Light Industrial. The existing light industrial area should be reduced in size to cover the area bound by Lincoln Meadow Parkway, Twenty Mile Road, Dransfeldt Road, and the Town's Greater Downtown Zone District. The larger parcel sizes located there can better accommodate the larger building floor plates associated with both light industrial and flex office spaces intended for this area.

Light Industrial / Business Commercial (New). A new land use category which combines smaller light industrial and flex office uses with related business services and commercial activities is recommended for properties located east of Dransfeldt Road and along Progress Lane. Properties within this area are smaller and have improved access to Parker Road when compared to properties located west of Dransfeldt Road. The mix of land uses in this area would be more expansive than those encouraged in the light industrial area, similar to those currently located along Plaza Drive east of Dransfeldt Road.

Central Commercial. The central commercial area of the corridor is recommended to be reduced in size to reflect smaller properties and mid-block location for parcels fronting the west side of Parker Road. The smaller properties and limited access to Parker Road reduce the retail opportunities of these properties. Improved cross-access to nearby side streets is needed to facilitate redevelopment of these parcels into more compatible office and commercial activity.

Central Commercial Center (New). A new land use category is recommended to permit higher intensity development for land uses than allowed in *the 2035 Master Plan.* These center areas are identified as "soft-parcels" in the economic analysis and are adjacent to existing activity centers with east-west access. Two of these centers are recommended in the Corridor. Both centers are located west of Parker Road. One is between Mountain Man Road and Parkglenn Way. The other is located between the J.S. Parker Cemetery and Longs Way. Higher intensity commercial mixed-use development is suggested with up to 25% of the total be residential by-right to facilitate redevelopment within these centers.



ea / Focus Area

Figure 5-30 Proposed Transportation and Land Use Improvements

- Central Subarea / Focus Area
- New Street / Public Access
- Proposed Roadway Upgrades
- Contextual Intersection Improvements
- Light Industrial
- Light Industrial / Business / Commercial
- Central Commercial
- Central Commercial Center
- Downtown / Mainstreet Overlay

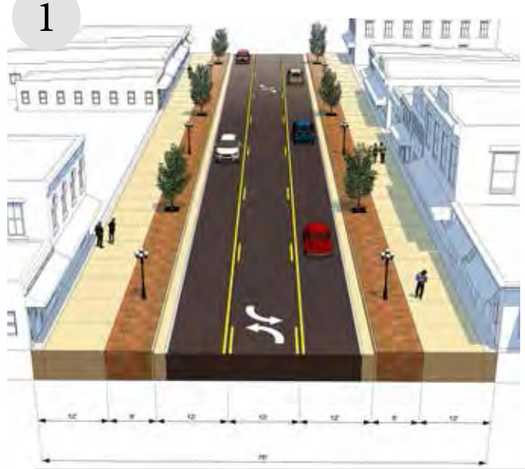


Figure 5-31 Proposed New Street Cross-Section shown in the urban design illustrative

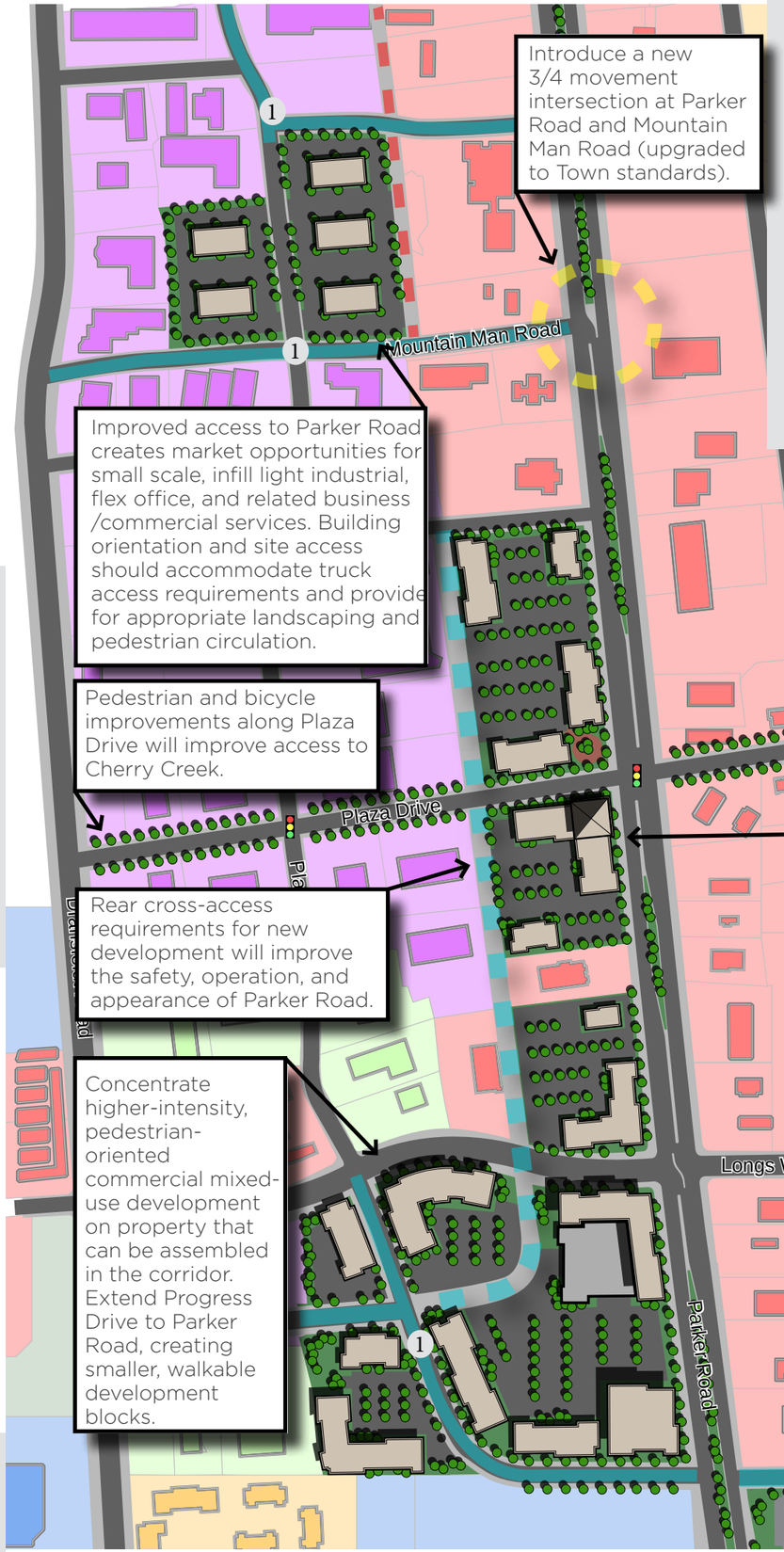


Figure 5-32 Character Area Urban Design Illustrative

- Commercial / Mixed Use
- Office / Flex Space
- Industrial
- Residential
- Dedicated Open Space and Parks
- Public Facilities, Institutions, and Schools
- Undeveloped
- Potential Development
- New Street / Alley Access
- New Street Cross-section Reference (See previous page)

04 | WESTERN DOWNTOWN CHARACTER AREA

The *2035 Master Plan* identifies two land use categories within this character area: the central commercial and the Mainstreet Master Plan area. The *Mainstreet Master Plan* classifies the Briargate Apartments as central commercial per the *Parker 2035 Master Plan (General Land Use Plan)*. The apartments are congruent to the Mainstreet corridor and disconnected from the central commercial areas within the corridor. This plan recommends the Briargate property be reclassified as Mainstreet Master Plan Area.

There is one recommended land use mix for the character area. Two alternative long-term transportation solutions proposed for the Parker Road and Mainstreet intersection which needs operational improvements to meet the 2040 traffic forecast. Each alternative creates different development scenarios, as illustrated on the following pages.

GRADE-SEPARATED PARKER ROAD AND MAINSTREET (ALTERNATIVE #1)

The proposed diamond interchange with roundabouts at Parker Road and Mainstreet is designed where Parker Road goes over an at-grade Mainstreet. This configuration is required for two reasons:

Drainage. Nearby Sulphur Gulch sits higher than a roadway that could be placed below the elevation of Mainstreet.

Business Access. Mainstreet at-grade minimizes disruption of business access and connections to local streets.

The proposed interchange configuration accommodates future traffic demand while concentrating vehicular movements to a single intersection. The roundabouts minimize vehicular and pedestrian conflicts and provides a landscaped gateway feature for Downtown Parker.

A key feature of this design is the elevated Parker Road and its access implications to the adjoining commercial corners. The elevation of Parker Road creates visual and physical barriers between Parker's historic downtown east of Parker Road and the downtown /Mainstreet area west of Parker Road. The primary access to the adjoining commercial centers continues to come from Mainstreet. However, the secondary access from Parker Road is shifted to the highway's access and egress ramps.

The new private investment anticipated with this interchange alternatives is likely limited to drive-thru related businesses on the properties impacted by the development of the interchange.

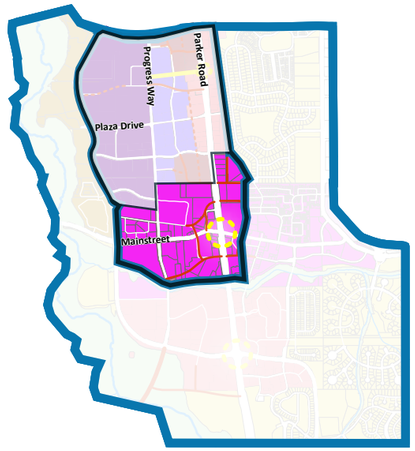


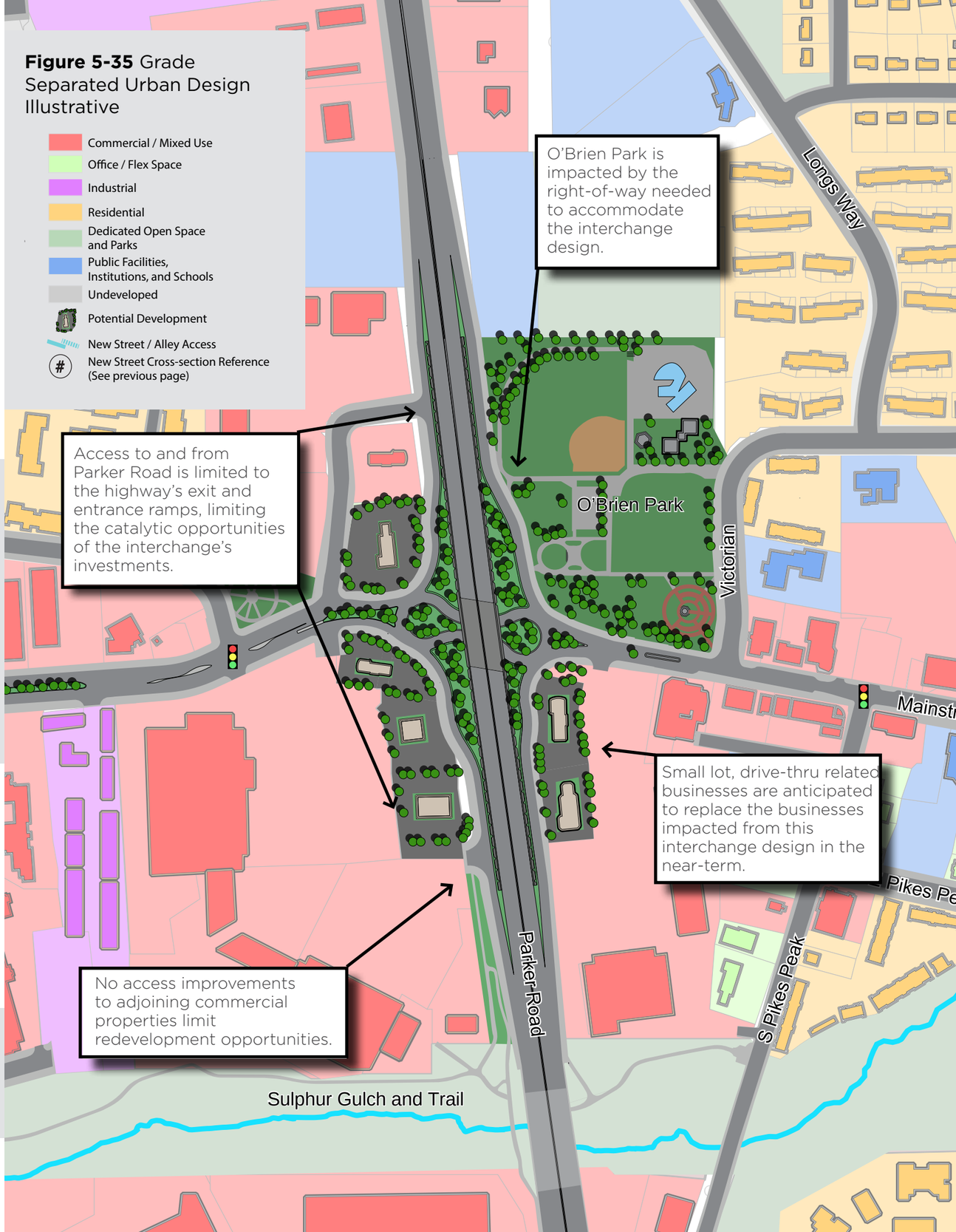
Figure 5-33 Proposed Transportation and Land Use Improvements

- Central Subarea / Focus Area
- New Street / Public Access
- Proposed Roadway Upgrades
- Contextual Intersection Improvements
- Light Industrial
- Light Industrial / Business / Commercial
- Central Commercial
- Central Commercial Center
- Downtown / Mainstreet Overlay

Figure 5-34 - Visual impacts of a grade separation - A twenty-four-foot-bridge will obstruct views and impact the visual connections east and west of Parker Road.

Figure 5-35 Grade Separated Urban Design Illustrative

- Commercial / Mixed Use
- Office / Flex Space
- Industrial
- Residential
- Dedicated Open Space and Parks
- Public Facilities, Institutions, and Schools
- Undeveloped
- Potential Development
- New Street / Alley Access
- # New Street Cross-section Reference (See previous page)



GRADE-SEPARATED INTERCHANGE CONSIDERATIONS

There are several variables that should be considered when evaluating alternative intersection designs for the Mainstreet and Parker Road intersection, these include: traffic operations, project costs, required right-of-way, business impacts, economic impacts, impacts on O'Brien Park, redevelopment potential and catalytic opportunities, compatibility with community character, and project implementation.

The complete analysis summarized on this page was gathered from three separate reports that Kimley Horn and EPS developed. These are reports included in the appendix on this Plan.

Traffic Operations: The grade-separated diamond intersection with roundabout provides the highest traffic level of service between the two alternatives since it allows Parker Road to operate in a free-flow condition.

Construction Costs: This investment is costly. The grade-separated alternative is expected to cost approximately $43 million in current dollars.

Property and Business Impacts: This alternative impacts fewer businesses than the at-grade alternative. However, there are full-acquisitions anticipated with this alternative where there are no full-acquisitions anticipated with the at-grade alternative. As a result, there are more negative economic impacts expected on the Town with the grade separated solution.

The physical impacts on O'Brien Park are more significant with this alternative and the long-term redevelopment opportunities within the corridor are expected to be low. The grade-separated solution fails to improve property access to the adjoining commercial centers. Furthermore, the monies used for this investment are not expected to catalyze new development because the improvements are generally concentrated within the right-of-way of Parker Road.

Lastly, while the design, right-of-way acquisition, utility relocation, and construction would follow traditional practices, the feasibility of implementing this investment may be challenging. This alternative will require partnerships with Douglas County, CDOT, and the Denver Regional Council of Governments (DRCOG) to finance the project. The project's high cost and comparable traffic benefits, such as reduction of delay, may not compete well with other projects for regional and federal funding assistance.

DIAMOND INTERCHANGE WITH ROUNDABOUT	
2040 AM Peak Hour (Delay)	LOS A - (6.5s)
2040 PM Peak Hour (Delay)	LOS B - (10.2s)
Cost	$42,990,000
Required ROW	259,270 sf
Businesses Impacted	7
Economic Impacts (Annual Tax Loss)	$371,000
Impacts on O'Brien Park and (The Park's Expansion)	Negative (None)
Redevelopment Potential (Catalytic Influence)	Low (Low)
Community Character	Less consistent. Incompatible with adjacent land uses and community vision
Implementation	Financially difficult and less competitive

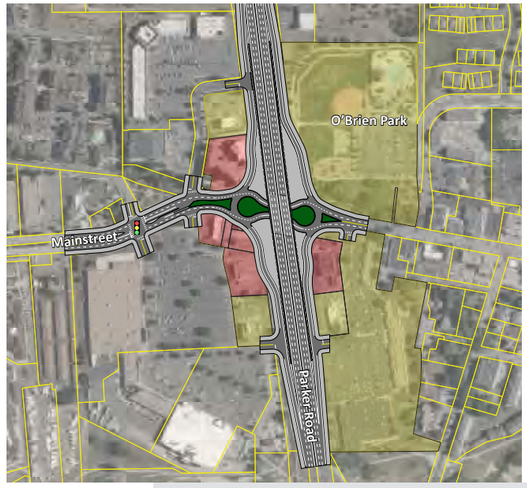


Figure 5-36 Mainstreet Grade-Separated Intersection

Partial Acquisition

Complete Acquisition

Figure 5-38 Properties Impacted - Likely impacted parcels with a grade-separated diamond interchange with roundabouts at Mainstreet and Parker Road (Alternative 1).

Figure 5-37 Future Redevelopment - Anticipated redevelopment with the grade-separated diamond interchange with roundabouts at Mainstreet and Parker Road.

AT-GRADE PARKER ROAD AND MAINSTREET (ALTERNATIVE #2)

The proposed displaced left CFI intersection at Parker Road and Mainstreet is designed to shift Parker Road's left-turning traffic one block before (near-term) and one block after (long-term) Mainstreet. This shift of the left-turn traffic will add approximately 30% of additional vehicle capacity while reducing conflicts and improving the aesthetics and pedestrian experience at the intersection.

This configuration will accommodate anticipated 2040 traffic volumes while also improving access to Downtown Parker, both east and west of Parker Road. The Parker Road Median at Mainstreet would be converted to a landscaped-enhanced pedestrian crossing.

A key feature of this design is the displacement of left-turns to new local street connections which connect to Dransfeldt Road and Victorian Drive (near-term) and Stage Run Road and Pikes Peak Avenue (long-term).

The at-grade configuration creates visual connections between Parker's historic downtown and the western portions of the Town's Greater Downtown District. The primary access to the adjoining commercial centers continues to come from Mainstreet. However, the secondary access from Parker Road is enhanced through the introduction of signalized 3/4 movement intersections, where currently right-in-right-out movements are allowed.

Significant new private investment is anticipated with this interchange configuration when compared to Alternative 1. Existing businesses would have improved access over what existing today, and overtime, as they redevelop would naturally become an extension of Parker's Downtown environment.

Figure 5-40 Visual Impacts of an at-grade CFI - There are no view or visual impacts associated with this alternative.

Figure 5-39 Proposed New Street Cross Sections

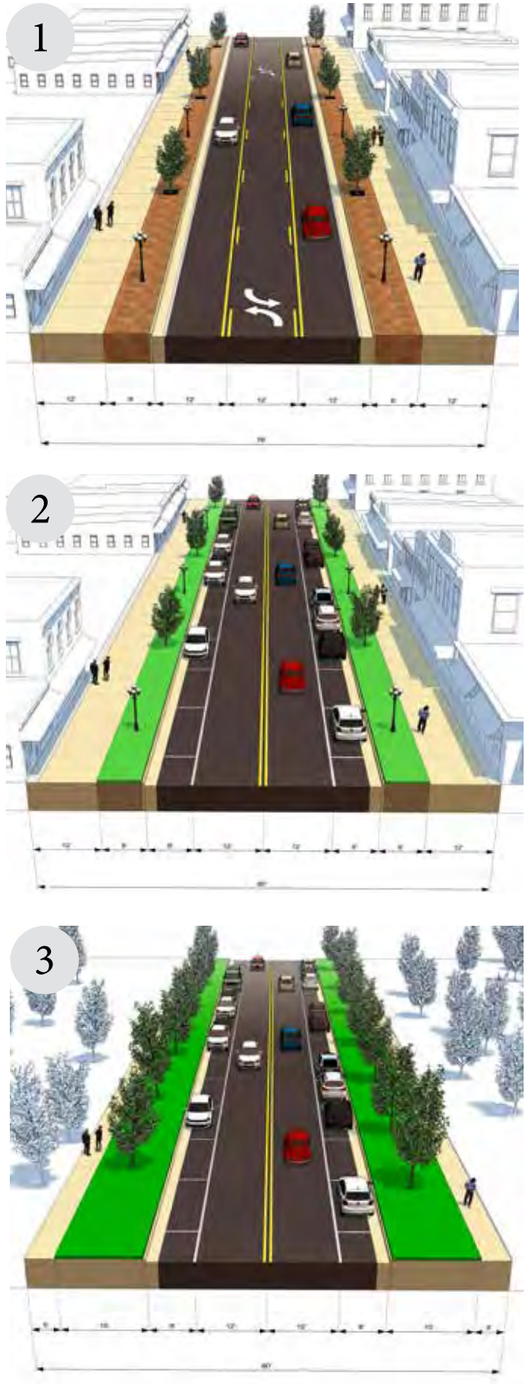
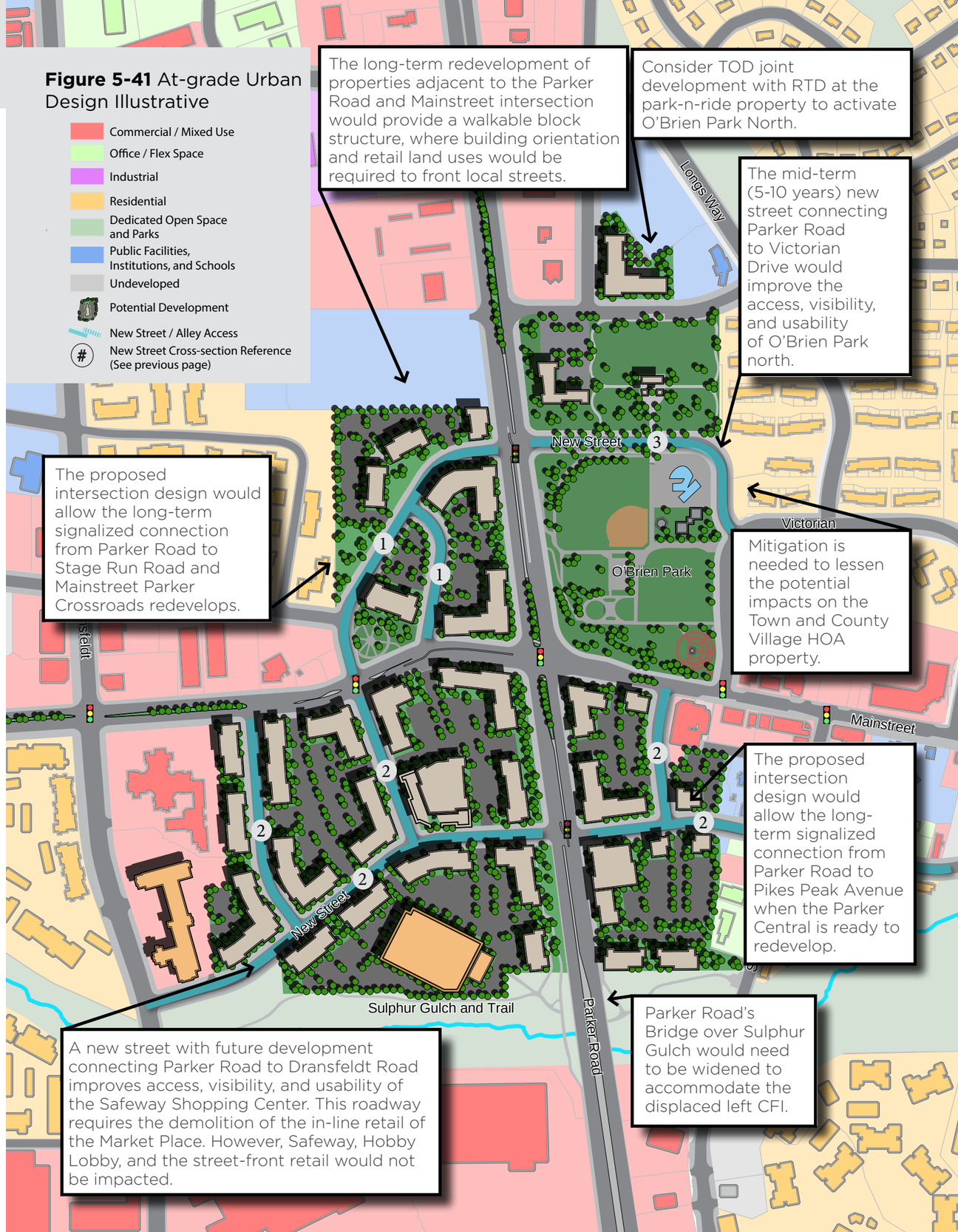


Figure 5-41 At-grade Urban Design Illustrative



AT-GRADE INTERSECTION CONSIDERATIONS

The implementation of this at-grade alternative is complex and likely to occur in the mid-term (5-10 Years). While the design, right-of-way acquisition, utility relocation, and construction could follow traditional practices, the project's catalytic redevelopment opportunities suggest private partnerships with adjoining commercial land owners are needed for a successful implementation.

Traffic Operations: The at-grade displaced left CFI intersection provides a high overall traffic LOS B for Parker Road.

Construction Costs: The project is expected to cost approximately $11 million in current dollars.

Property and Business Impacts: The number of properties impacted are higher with this alternative; however, there a far few properties needing full acquisition. Right-of-way impacts are lower, and the economic impacts are expected to be less impactful when compared to the grade-separated alternative.

There are no physical impacts anticipated on O'Brien Park. However, the proposed intersection design requires right-of-way from the area proposed for the park's expansion. The property needed for the intersection design in O'Brien North is sloped and isolated from the usable portions of the park's expansion. The proposed intersection design requires acquisition of property between O'Brien Park North and Parker Road. The acquisition of this property will benefit O'Brien Park's expansion by improving access to Parker Road and providing land which increase the size of usable land for expansion.

This alternative does likely impact a sliver of undeveloped land owned by the Town and Country Village Home Owner's Association (HOA). No residential units are expected to be impacted. While travel speeds in this location are not expected to be above 25 mph, mitigation is recommended.

Redevelopment opportunities within the Corridor are expected to be high. The solution improves property access to each adjoining commercial center. The project is expected to catalyze new development because the improvements are distributed throughout Downtown and not concentrated along Parker Road.

Partnerships with Douglas County, CDOT, and the DRCOG and the P3 Urban Renewal Authority to finance the project are needed. However, the lower cost of the investment, economic opportunity, and comparable traffic benefits make it more competitive with other projects for competing regional and federal funding assistance.

CFI - DISPLACED LEFT

2040 AM Peak Hour (Delay)	LOS B - (10.4s)
2040 PM Peak Hour (Delay)	LOS B - (17.1s)
Cost	$10,260,000
Required ROW	211,075 sf
Businesses Impacted	13
Economic Impacts (Annual Tax Loss)	$179,000
Impacts on O'Brien Park and (The Park's Expansion)	None (improves access)
Redevelopment Potential (Catalytic Influence)	High (High)
Community Character	More consistent. Compatible with adjacent land uses and community vision
Implementation	Financially feasible and more competitive

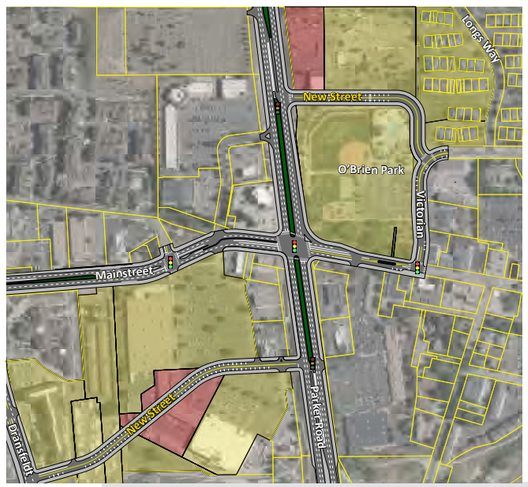


Figure 5-42 Mainstreet At- Grade Intersection

Partial Acquisition

Complete Acquisition

Figure 5-43 Properties Impacted - Likely impacted parcels with an at-grade dispersed left CFI intersection for Parker Road and Mainstreet (Alternative 2).

Figure 5-44 Future Redevelopment - Anticipated redevelopment with the at-grade dispersed left CFI intersection for Parker Road and Mainstreet.

Figure 5-45 Parker Road and Mainstreet at-grade dispersed left CFI and anticipated long-term redevelopment of the Parker's Greater Downtown District. This alternative provides minimal community impacts with tremendous long-term benefits.

05 | RECOMMENDATIONS AND NEEDED ACTIONS

This chapter sets forth an integrated land use and transportation vision for the future of the central subarea of the Parker Road Corridor. The recommendations and actions highlighted in this Focus Plan are intended to illustrate the physical and regulatory changes needed to ensure the vision can be accomplished by the Town, CDOT, and the private sector.

Parker Road improvements and an improved Town street network will dictate the success and failure of the corridor vision. Land use regulations can be changed to allow the specific elements of the vision to be constructed; however, without the needed transportation investments to Parker Road and enhanced regional and local street connectivity, the envisioned land use components of the Plan will likely not materialize.

On-going collaboration and coordination is needed internally between municipal departments and externally with CDOT and Douglas County to implement this Plan's the transportation components. Doing nothing is not a sustainable strategy for the Town of Parker. Local and regional growth and its anticipated traffic impacts on the corridor in the long-term will be create an untenable challenge to the corridor's continued economic growth and evolution as envisioned in the ***Parker 2035 Master Plan***

Parker Road Improvements

Proposed Parker Road improvements comply with the Town's Transportation Master Plan and its Complete Streets Policy. Three proposed changes are identified for Parker Road within the Central Subarea of the corridor:

- Update the SH 83 (Parker Road) CDOT Access Plan which should include requiring the development of a parallel rear public access, which will minimize private driveways and access to Parker Road
- Allow public street connections with right-in-right-out access to Parker Road. Allow an unsignalized northbound 3/4 movement to an extended Mountain Man Drive intersection with Parker Road
- Most importantly, commit to the planning and design of the Parker Road and Mainstreet intersection

These fundamental changes to Parker Road within the Central Subarea are necessary to achieve the Corridor Vision and Goals to:

- Provide context-appropriate gateway into and through the Town of Parker
- Support development that is diverse, sustainable, and economically viable
- Maximize safety and efficiency of operations
- Be the economic spine for the Town of Parker which connects the eastern and wester portions of Downtown
- Interconnect the Town's multimodal network\

Based on the analysis and feedback gathered through this corridor planning effort, the at-grade solution, or a variant of it, appears to be the appropriate and practical solution to meet CDOT traffic operational requirements, strengthen the Town's land use and community character goals, and adhere to the fiscal realities of both agencies. However, further evaluation and community engagement is needed to finalize a preferred alternative.

A more detailed planning, preliminary design, environmental assessment with further community dialog is recommended to fully vet the alternatives and allow the Town and CDOT to commit to a final recommendation. The recommended additional analysis will:

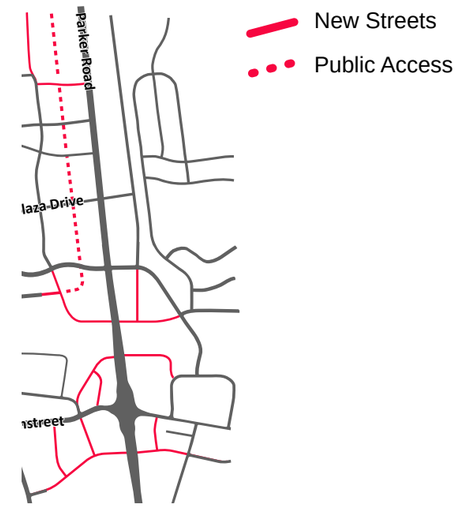
- Clarify the design requirements of each alternative
- Properly document potential impacts for a robust community discussion
- Ensure the preferred alternative advances the Town's vision for Downtown as expressed in the Mainstreet Master Plan
- Ensure the preferred alternative competes well for federal funding assistance

	GRADE SEPARATED SOLUTION (DIAMOND INTERCHANGE W/ ROUNDABOUTS)	AT-GRADE SOLUTION (O'BRIEN PARK) (CFI W/ DISPLACED LEFTS)	AT-GRADE SOLUTION (LONGS WAY) (CFI W/ DISPLACED LEFTS)
2040 AM LOS (Delay)	LOS A - (6.5s)	LOS B - (10.4s)	LOS B - (10.4s)
2040 PM LOS (Delay)	LOS B - (10.2s)	LOS B - (17.1s)	LOS B - (17.1s)
Cost	$42,990,000	$10,260,000	$6,888,000
Required ROW	259,270 sf	211,075 sf	121,840 sf
Businesses Impacted	7	13	11
Economic Impacts (Annual Tax Loss)	$371,000	$179,000	$179,000
Impacts on O'Brien Park (Park Expansion)	Impacts Parker Road Frontage (None)	None (Improves Access)	None
Redevelopment Potential (Catalytic Influence)	Low (Low)	High (High)	Medium (Low)
Community Character	Less consistent, incompatible with adjacent land uses/community vision	More consistent, compatible with adjacent land uses/community vision	Less consistent, compatible with adjacent land uses/community vision
Implementation	Financially difficult and less competitive	Financially feasible and more competitive	Financially feasible and more competitive
Community Engagement	More Feedback is Needed	More Feedback is Needed	More Feedback is Needed

Higher performing-alternative Objectively neutral, additional community engagement needed Lower-performing alternative

Figure 5-46 Parker Road and Mainstreet Intersection Evaluation.

Figure 5-47 Central Subarea's Recommended Street Network



Street Network and Connectivity

Improved regional and local street network is also needed to ensure the success of the land use changes proposed in this document. The proposed extensions of the Dransfeldt Road to Motsenbocker Road and Pine Drive to Aurora Parkway are regionally significant investments which will directly assist Parker Road in managing future transportation demand in the corridor. The local street connections and public access identified in Figure 5-47 are critical to ensuring the safe operation of Parker Road and effectively distributing traffic for the continued redevelopment of the corridor

Right-of-way requirements for the Parker Road and Mainstreet intersection can be reserved through the Town's land development regulations. However, the Town and CDOT

before requiring private landowners to contribute to the intersection's right-of-way when their properties redevelop.

The recommended final planning effort, preliminary design and environmental assessment of the Parker Road and Mainstreet intersection will provide regulatory clarity that the Town and CDOT would need to ensure the preferred intersection alternative's right-of-way is protected within the Town's development regulations.

The Town's Community Development Department can also update its land development requirements to ensure the recommended local street network and public accesses are developed concurrent with private investment. The proposed street network works with all Parker Road and Mainstreet intersection alternatives.

Land Use Modifications

Recommended land use modifications in this Corridor Plan incorporate the community's vision for a more walkable downtown and diversified land use mix along Parker Road. For the purposes of describing the land use recommendations, the Central Focus Area has been subdivided into five-character areas (***the 2035 Master Plan*** currently identifies three). Each character area's defining features are shown in figure 5-48 and summarized in Figure 5-49 on the following page.

STREET DESIGN AND BLOCK STRUCTURE

Block size is a key defining feature of community character. Smaller block sizes create smaller properties and ultimately smaller building footprints. Smaller block sizes are generally found in more walkable communities, while larger block sizes are found in areas where properties and building footprints are larger and walking is less important.

It is recommended the Town of Parker incorporate block size standards for various land uses within the Parker Road Corridor. The regulation of streets (their functional classification, their design characteristics, and the resulting block size) is one of the first factors that should be considered when updating development regulations.

Of the character areas identified within the Parker Road Corridor, larger block structures and more balanced street designs are encouraged in less active and more employment based areas of the corridor, while smaller block sizes and more walkable street designs are recommended in the more mixed use and active areas.

MIXTURE OF LAND USES

The mix of land uses allowed are influenced by their access, the dimensions of their property parcels, compatibility with adjacent land uses, and the economic opportunities the market presents. While the existing Planned Development (PD) zoning district of the Town allows a wide variety of land uses, it is recommended the Town restrict allowed land uses to match the accessibility and size of parcels in the corridor, be compatible with adjacent land uses, and consistent with market realities.

This Plan recommends restricting allowed land uses to employment-oriented activity within the light Industrial and commercial character areas.

More diversified land uses, including residential, are recommended for the more active areas east of Dransfeldt Road and along Parker Road.

FLOOR AREA RATIO (FAR) AND BUILDING

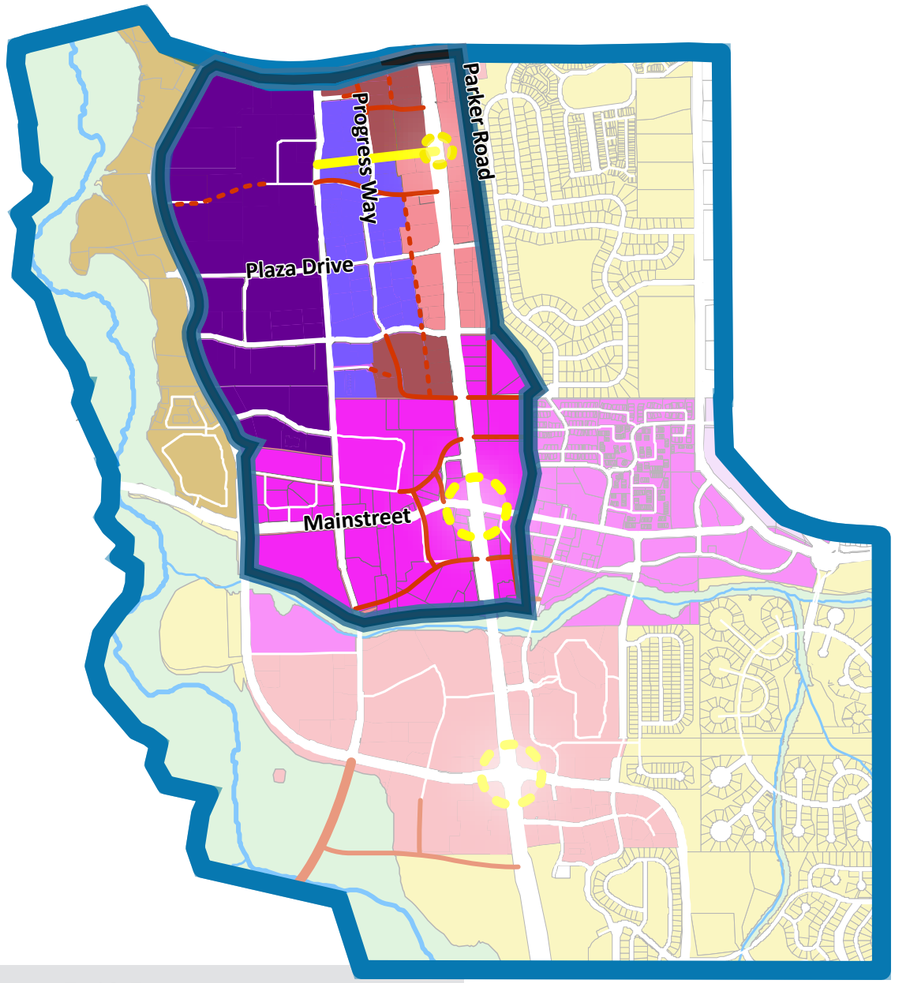


Figure 5-48 Recommended Land Uses

- Central Subarea / Focus Area
- New Street / Public Access
- Proposed Roadway Upgrades
- Contextual Intersection Improvements
- Light Industrial
- Light Industrial / Business / Commercial
- Central Commercial
- Central Commercial Center
- Downtown / Mainstreet Overlay

HEIGHTS

FARs regulate density and building heights regulate building bulk and character within a development. For instance, an FAR of 1 allows a building the size of the property to be built. An FAR of .5 allows a building half the size of the property to be built. Traditional development on Parker Road is built at an FAR of approximately .25. Buildings in Downtown Parker have higher FARs.

Building heights define how tall a building can be built. It is recommended lower FARs and low building heights be allowed in the light industrial and commercial areas of the corridor, while higher FARs and higher building heights be allowed in the Central Commercial Center and the Downtown/ Mainstreet Overlay.

It is important to establish consistent yard and bulk standards (i.e. building placement requirements setbacks, parking requirements, and design guidelines) along Parker Road which define a Town of Parker aesthetic and create predictable and compatible built environment for existing businesses and future investors in the corridor.

Development incentives are also recommended to allow the Town Council to negotiate for better development and reward the development community for providing needed community amenities such as higher employment, quality design, and exceptional public spaces. The specific community-negotiated benefits should be determined upon the update to the Town's zoning ordinance. Figure 5-50 illustrates one possible built-out scenario for the Central Subarea of the Parker Road Corridor.

Figure 5-49 Recommended Land Use's and Their Defining Features

CHARACTER AREA	STREET DESIGN & BLOCK SIZE	MIX OF USES	FAR / BUILDING HEIGHTS	SPECIAL CONSIDERATIONS
Light Industrial	Balanced 800'- 1000'	Light Industrial and Office Mix	.25 FAR min. 2 floor max	None
Light Industrial /Business	Balanced 400'- 800'	Non-Residential Mix	.25 FAR min. 2 floor max.	Commercial uses cannot exceed 25% of development. Limit sensitive land use receptors.
Central Commercial	Balanced 400'- 600'	Office and Commercial Mix	.3 FAR min. 3 floor max.	None
Central Commercial Center	Walkable 400'- 600'	Office, Commercial, and Residential Mix	.5 FAR min. (max 5 floors) (+2 floors if community benefits are provided)	Commercial or office ground floor uses required for properties facing Parker Road. Residential development allowed if included within a phased master development and it does not exceed 25% of development.
Downtown / Mainstreet Master Plan Area	Walkable 400'- 600'	Office, Commercial, and Residential Mix	.5 FAR 4 floor max (+1 floor if community benefits are provided)	Retail ground floor uses encouraged for properties on streets with parking and required within 500' of the Mainstreet and Parker Road intersection. Commercial or office ground floor uses required for properties facing Parker Road and Mainstreet. Residential development allowed if included within a phased master development and it does not exceed 25% of development.

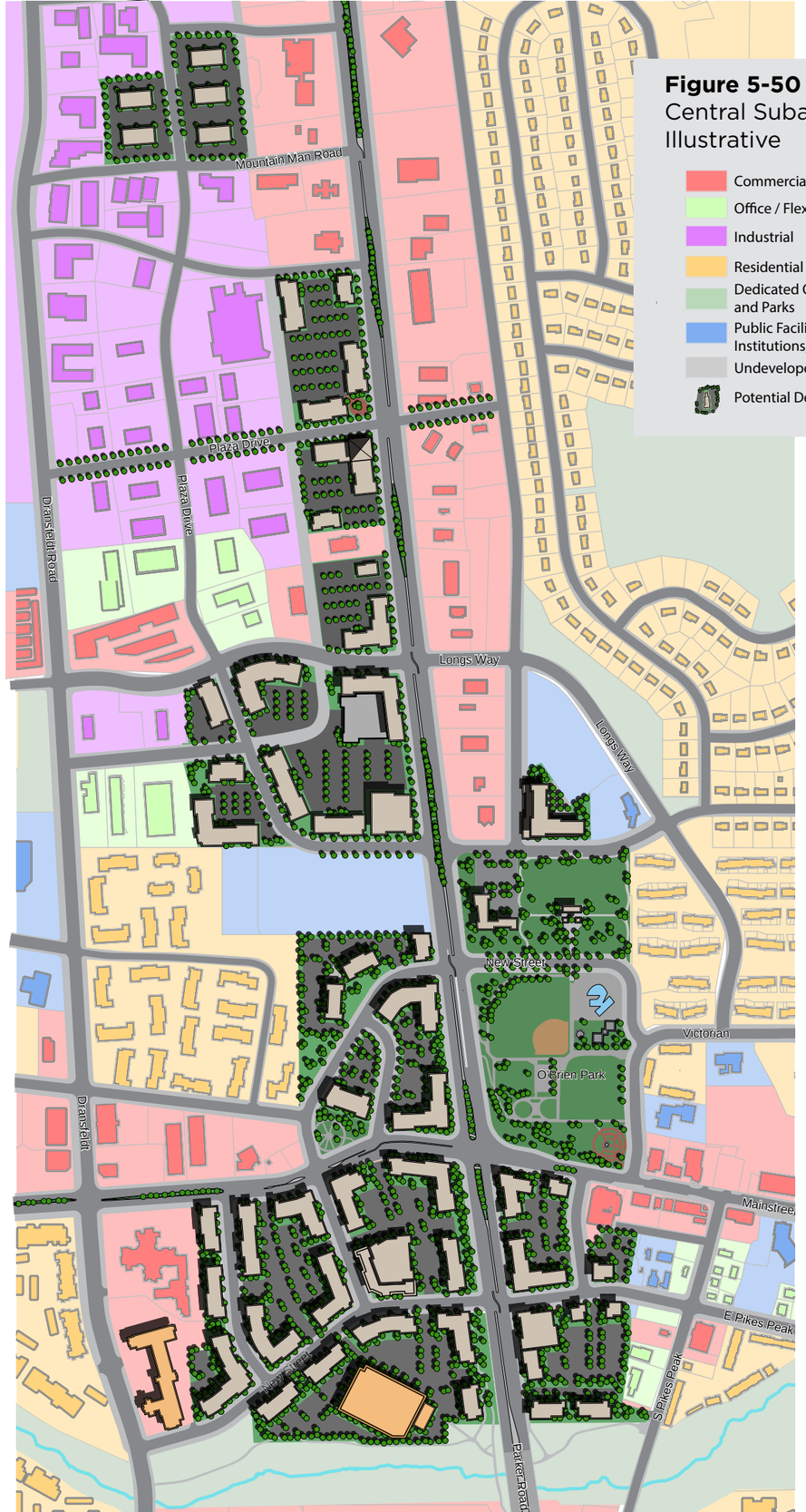


Figure 5-50
Central Subarea Illustrative

06

IMPLEMENTATION

01 | INTRODUCTION 78

02 | TRANSPORTATION INVESTMENTS 78

03 | LAND USE AND COMMUNITY DESIGN 83

04 | PROJECT PHASING AND ACTION PLAN 83

01 | INTRODUCTION

The transformation of the Parker Road Corridor as framed by the *Parker 2035 Master Plan* and refined through this Corridor Plan will occur incrementally over many years. Success will come from ongoing coordination between the Town of Parker (Town) and regional partners including:

- Colorado Department of Transportation (CDOT)
- Denver Regional Council of Governments (DRCOG)
- Douglas County
- E-470 Public Highway Authority
- Regional Transportation District (RTD)

This partnership will create a more predictable regulatory and public infrastructure framework for the development community.

The implementation plan outlines proposed strategies and actions that can be immediately approved and implemented as part of the Corridor Plan's adoption. It also outlines additional strategies and actions that will be decided on a case-by-case basis after the public has had an opportunity to provide further input. Finally, as the corridor continues to evolve, unforeseen opportunities and challenges will arise. The implementation plan is a living document that must be updated periodically by the Town and CDOT to reflect the progress made, consider additional strategies and actions, and react and respond to unforeseen opportunities and challenges.

02 | LAND USE POLICY AND ZONING CHANGES

The Community Development Department will provide the policy basis (primarily through this plan), the oversight and some initial planning for infrastructure improvements for the implementation of the plan. However, major changes to the corridor will become evident only as private investment begins to fill in the framework that the community and the Town of Parker have laid out in the plan. The proposed land uses for the corridor reflect a fine-tuning of the community vision outlined in the *Parker 2035 Master Plan* and the recently adopted *Mainstreet Master Plan*. The suggested changes create a more precise land use strategy in the location and application of commercial, retail, and industrial opportunities.

Plan Adoption: The Community Development Department, in consultation with the Engineering/Public Works Department and other Town departments, is responsible for the preparation of this plan, and for guiding it through the adoption process.

Update the 2035 Master Plan: Community Development is also responsible for initiating and guiding the subsequent update to the 2035 Master Plan. The update will primarily focus on recommended corridor-wide infrastructure improvements and proposed land use changes within the Central Subarea. The Updated 2035 Master Plan will continue will guide staff, Planning Commission and Town Council through development and rezoning applications.

Zoning Modifications and Land Use Allowances: The Planning Division is responsible for guiding the modifications of land use within the Commercial, Industrial, Planned Development Zone District, and the Greater Downtown District zoning in the Town of Parker's Municipal Code. Suggested changes within the corridor are intended to reduce incompatible land uses and concentrate retail opportunities to nodes within employment areas west of Parker Road. The plan also recommends modifying the ground floor retail requirement along Mainstreet west of Parker Road to include the newly proposed local streets.

Commercial, Industrial, Mixed Use (CIMU) Design Standards Update: The Town's Design Standards and Guidelines supplement the Land Development Ordinance (LDO) regulations, providing additional information for site planning and building design. The Planning Division is currently updating the Design Standards and Guidelines to be adopted and implemented around the same time as the adoption of this plan. The revised design standards and guidelines will help the Town further implement the 2035 Master Plan vision for quality building design. The CIMU includes enhanced standards for site and building design, building orientation and composition, access and circulation, and commercial development blocks that connect to the existing street network. These changes will seek to ensure new development is built in a manner consistent with the community vision.

03 | TRANSPORTATION INVESTMENTS

Within this plan is a variety of recommendations to address needs and deficiencies throughout the Parker Road Corridor. Specific recommendations ranging from proposed street network improvements to streetscape and beautification are proposed at the four congested intersections. Specific transportation investments concentrated around the Mainstreet and Parker Road intersection, for example, are proposed for their transportation and mobility benefits, as well as their anticipated catalytic effect on economic development opportunities.

Many improvements to Parker Road and its parallel roads will have to be publicly financed. The scale of these larger investments will require additional partnership with Douglas County and federal transportation dollars available through DRCOG Transportation Improvement Program (TIP). Most improvements in the corridor may not occur until design details are in place and funding is available. As development and redevelopment occurs within the study area, the private sector is responsible for constructing the associated new streets or providing public access easements that are consistent with this Plan and the Town's street design guidelines, incorporating pedestrian and bicycle amenities as appropriate.

PARKER ROAD (SH 83) IMPROVEMENTS

SH 83 is a critical regional highway in the Colorado Front Range. Proposed improvements within the highway's right-of-way will help alleviate traffic in Parker, Douglas County, and the entire Denver and Colorado Springs metropolitan regions. Within the Town of Parker, four key intersections will need improvements over the next 20 years to maintain acceptable traffic levels of service (LOS). Fortunately, improvements in the corridor can be staggered to meet the fiscal

realities of the Town and its partner agencies. This also allows the Town to better compete for federal grant dollars through DRCOG's TIP application process.

Specific projects identified within the Parker Road right-of-way and their corresponding priority order are described below. The Town and Douglas County are encouraged to collaborate in the financing of preliminary design and a Planning and Environmental Linkages study (PEL) or National Environmental Policy Act (NEPA) process, such as an Environmental Assessment (EA) to define the purpose and need for transportation improvements, to better position the project for federal dollars during the DRCOG TIP application process.

Town of Parker and CDOT Access Management Plan and State Highway 83 Intergovernmental Agreement (IGA)

The Parker Road Corridor Plan will contribute directly to an update of the 2004 SH 83 Corridor Optimization Plan and alongside the Parker Road Access Management Plan. This Corridor Plan defines the transportation strategy for Parker Road (SH 83) for the next 20 years and is supported by the Town, CDOT, and Douglas County. The Community Development Department, in collaboration with the Department of Engineering/Public Works, will formalize a new IGA between the Town and CDOT and enforce an updated access agreement through the Town's development review process.

Pine Lane (ultimate) and Lincoln Avenue Phase 1

This operational improvement converts Parker Road's northbound dedicated right-turn lane, between Lincoln Avenue and Pine Lane, to a shared right-turn and through lane. This improvement will allow additional northbound capacity to Parker Road. The project completes the missing segments of Parker Road's southbound right-turn lane while also converting it to a shared right-turn and through lane at Pine Lane. The project will provide the ultimate (long-term year 2040+) improvements to the Pine Lane intersection and phase 1 (mid-term year 2035) improvements to the Lincoln Avenue intersection.

There are few, if any, right-of-way acquisitions anticipated to be required. The project also includes enhanced pedestrian and bicycle mobility and transit accessibility improvements. The project adds a new multi-use path from south of Ponderosa Drive (at the Baldwin Gulch Trail) to Pine Lane and widens the existing narrow attached walkway north of Pine Lane. The project is funded through a partnership with the Town of Parker, CDOT, and DRCOG's TIP funds.

Lincoln Avenue (ultimate)

Operational improvements between Lincoln Avenue and Pine Lane will extend the life of the current Lincoln Avenue intersection with Parker Road through the year 2035. It appears a grade separation of this intersection is needed to maintain acceptable traffic LOS after 2035 (ultimate). This preliminary design and PEL is anticipated to occur prior to the 2023-2026 DRCOG TIP application process.

High Plains Trail Connection

This proposed trail improvement and pedestrian overpass provides a critical bicycle and pedestrian connection over Parker Road, connecting **the E-470 Regional Trail to the Cherry Creek Regional Trail.** The pedestrian and bicycle overpass will provide a conflict-free connection for Parker, Douglas County, and Aurora residents to gain access to the Cherry Creek Trail and the rest of the Denver regional trail network. This project is anticipated to be funded through a partnership between Parker, Douglas County, Arapahoe County, E-470 Public Highway Authority, Aurora, Great Outdoors Colorado, and DRCOG multimodal TIP funds.

Mainstreet (Phase 1 and ultimate)

The proposed off-set left intersection configuration at Mainstreet and Parker Road involves publicly financed components in the southwest and northeast quadrants (phase 1) and public/private-funded partnerships for the completion of the southeast and northwest portions of the project (ultimate). While current configuration of the intersection is expected to maintain acceptable traffic LOS through 2030, immediate actions are recommended by the Town to develop regulations and preserve right-of-way for the private sector to react. Documentation for 30% design and PEL for Parker Road, between Longs Way and south of Twenty Mile, is the recommended first action to clearly define the project and make it competitive for federal dollars through the DRCOG TIP application process. This preliminary design and PEL is anticipated to occur prior to the the 2023-2026 DRCOG TIP application process.

Twenty Mile (KOA Annexation)

The Twenty Mile intersection is anticipated to operate at an acceptable LOS through the year 2030. Improved roadway connectivity through the KOA property (south of Twenty Mile) would extend the life of the existing Twenty Mile intersection with Parker Road to the year 2035. The desired connection is expected to be required when the property is annexed and connect a full-movement intersection from the proposed extension of Dransfeldt to a ¾-movement intersection at Parker Road. The desired connection should be required as part of development of the KOA property along with a multi-use path between Hess Road to Twenty Mile, on the west side of Parker Road.

Twenty Mile (ultimate)

The proposed continuous flow intersection, like the off-set left intersection at Mainstreet, involves modest right-of-way acquisitions. Transportation improvements associated with the proposed annexation of the KOA property will extend the life of the Twenty Mile intersection to 2035. As such, the complexities of the intersection suggest further planning action is needed to solidify the Town's and CDOT's commitments. Documentation for 30% design and PEL for Parker Road, between Longs Way and south of Twenty Mile, is the recommended first action to clearly define the project and make it ecompetitive for federal dollars in the DRCOG TIP application process. This preliminary design and PEL is anticipated to occur prior to the 2023-2026 DRCOG TIP application process.

Median Landscape and Streetscape

The existing aesthetic condition of the median and streetscape along Parker Road does not match the community character of Parker. Landscape treatments have been developed for the northern and southern gateways of the community, along with a design concept for the corridor's core area between Lincoln Avenue and Twenty Mile. These streetscape enhancements will need to be funded locally, as they exceed the basic improvements provided by CDOT. Funding could come from a partnership between the Town and P3Parker.

LOCAL STREET CONNECTIVITY

The Plan documents many new local streets and public access easements that must be developed within the Parker Road Corridor as properties develop and redevelop. The purpose is to create a finer network of street connections to reduce property access dependence on Parker Road. Most of these new connections will be regulated by the Town and built with private development. The Town's Planning Division will ensure these new streets and public access easements become a condition of approval for private development. Some of the proposed connections may be beyond the financial resources of a proposed development and may require assistance from the Town to implement.

REGIONAL STREET CONNECTIVITY

Currently, Parker Road is the only complete north-south arterial roadway through Parker. As development occurs, Chambers Road will extend south and connect the northern portion of Crowfoot Valley Road and eventually Parker Road.

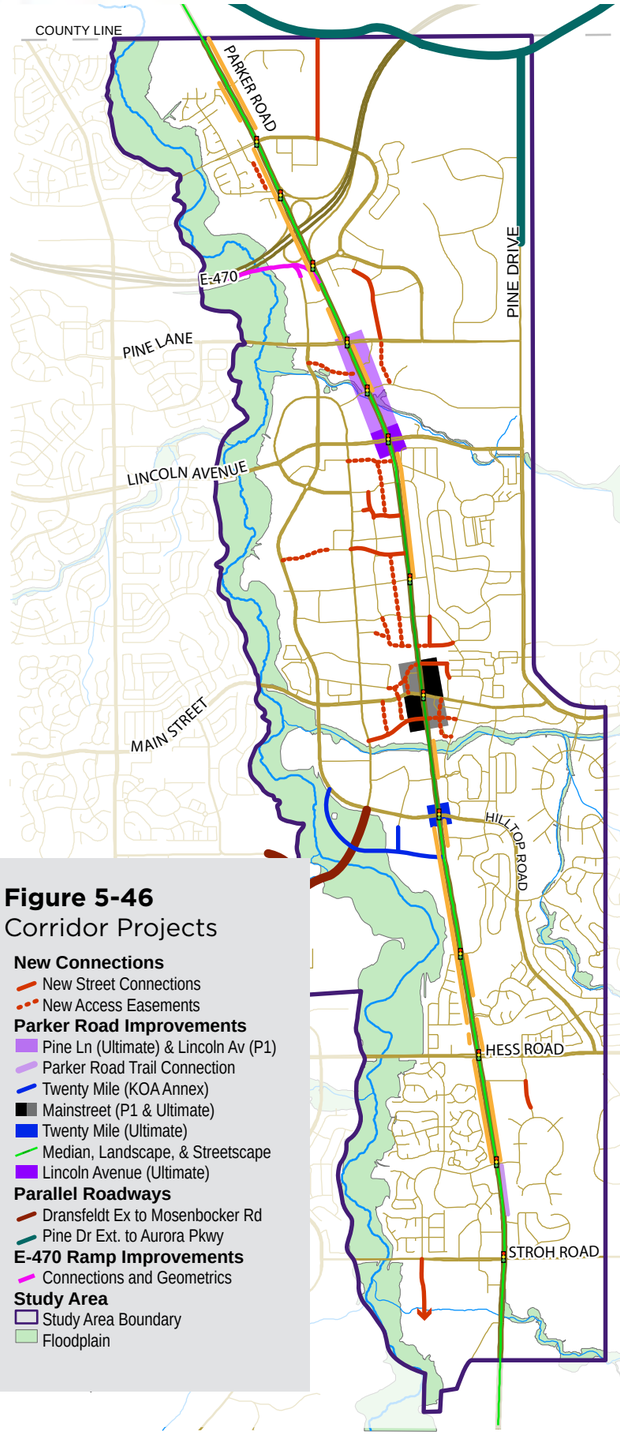


Figure 5-46
Corridor Projects

However, additional connections are needed to better distribute local traffic through the community and lessen the Town's dependency on Parker Road.

Dransfeldt Extension to Motsenbocker Road

A connection between Dransfeldt Road and Motsenbocker Road over Cherry Creek is a significant new connection that will create a truly parallel facility to Parker Road through the center of the corridor. This improvement will improve traffic operations and provide an alternative route to Parker Road for all intersections and properties west of Parker Road and south of E-470.

Pine Drive Extension to Aurora Parkway

Extending Pine Drive north to the Aurora Parkway will provide a second parallel facility to Parker Road within the corridor. This extension will allow motorists to avoid the most heavily-traveled segment of the corridor, the Parker Road and E-470 interchange. This parallel facility will improve traffic operations and provide an alternative route to Parker Road for all intersections and properties east of Parker Road and north Hilltop Road.

E-470 and Parker Road Eastbound Ramp Improvements and Connection to Twenty-Mile

Improvements are needed on the eastbound exit ramp from E-470 to Parker Road to improve the safety and traffic on Parker Road. The E-470 Public Highway Authority Master Plan for this interchange identifies a need for three left-turn lanes from the eastbound off-ramp to northbound Parker Road. This study recommends modifying the eastbound off-ramp to reduce the exit speed from the ramp to southbound Parker Road and provide a connection from the ramp to Twenty Mile Road. The reduced speed through geometric improvements will provide storage capacity for the eastbound left-turn movement, safety improvement to southbound Parker Road, and improved pedestrian and bicycle crossing safety. The connection to Twenty Mile Road would reduce the southbound right turn from Parker Road to eastbound Pine Lane.

PEDESTRIAN AND BICYCLE SAFETY AND COMFORT

Numerous bicycle and pedestrian gaps and deficiencies exist along Parker Road, one of the only north-south corridors in the community. Over time, the goal of this plan is to fill the gaps along the corridor with complete multi-use paths and transit amenities (shelters and benches) along both the east and west sides of Parker Road, where appropriate. The limited nature of the bicycle facilities in this portion of Parker and Douglas County make it truly a regional facility that may compete well through the DRCOG TIP application process in future years.

04 | PROJECT PHASING AND ACTION PLAN

This section provides recommended actions to address the land use and transportation challenges of the corridor. Specific actions presented in this section are organized as follows:

Near-Term (Years 1 - 5) – Resolve immediate transportation deficiencies, finalize plans to address near-term immediate land use and redevelopment challenges, and position plans and programs for regional partnerships for long-term transportation improvements.

Mid-Term (Years 5 - 10) – Resolve infrastructure deficiencies needed to catalyze reinvestment and address near-term land use deficiencies and mid-term transportation deficiencies.

Long-Term (Years 10 - 20) – Resolve long-term transportation needs.

RECOMMENDED ACTIONS

Project	Description	Funding/ Partnership	Cost	Priority
NORTHERN SUB-AREA				
Adopt Plan and IGA	Adopt the Parker Road Corridor Plan and amendments to the Access Management Agreement and associated IGAs	Town of Parker CDOT Douglas County	N/A	Near-Term
Intersection Improvement	Pine Lane Intersection northbound improvement design and construction - Restripe for second northbound left-turn lane - Convert fourth northbound lane to through/right-turn lane - Change westbound right-turn lane to a right-angle turn at signal with storage	DRCOG application 2020-2023	$1M	Near-Term
Intersection Improvement	Ponderosa Drive intersection northbound improvement design and construction - Convert fourth northbound lane to through/right-turn lane - Change westbound right-turn lane to right-angle turn at signal - Narrow west leg to one lane eastbound - Widen westbound for one right-turn, one through, and one left-turn lane	DRCOG application 2020-2023	$500K	Near-Term
Intersection Improvement	Ponderosa Drive intersection southbound design and construction - Convert fourth southbound lane to through/right-turn lane - Extend fourth southbound lane to Lincoln Avenue	DRCOG application 2020-2023	$700K	Near-Term
Intersection Improvement	Lincoln Avenue intersection design and construction - Convert fourth northbound lane to through/right-turn lane - Convert westbound right-turn lane to double lane at signal	Not a part of the DRCOG application 2020-2023	$900K	Near-Term
Intersection Improvement	Lincoln Avenue southbound acceleration lane extension	Not a part of the DRCOG application 2020-2023	$600K	Near-Term
Multi-use Trail	Add new multi-use path on the east side of Parker Road - South of Pine Lane to Ponderosa Drive - Widen existing path south of Ponderosa Drive to eight-foot minimum, detached where possible	DRCOG application 2020-2023	$1.2M	Near-Term
Multi-use Trail	Add new multi-use path on west side of Parker Road - Cottonwood Drive to south of Crown Crest Boulevard	DRCOG application 2020-2023	$900K	Near-Term
Ramp Modification	Finalize feasibility study and design concept for connecting E-470 eastbound off-ramp at Parker Road to Twenty Mile Road	Town of Parker E-470	$250K	Near-Term

RECOMMENDED ACTIONS

Project	Description	Funding/ Partnership	Cost	Priority
NORTHERN SUB-AREA, cont.				
Multi-use Trail	Add new multi-use path on west side of Parker Road between Cottonwood Drive (King Soopers) north to 17 Mile House Farm Park and High Plains Trail	Town of Parker Arapahoe County	$300K	Near-Term
Multi-use Trail	Add new multi-use path on east side of Parker Road between north of Cottonwood Drive and the High Plains Trail	Town of Parker Arapahoe County	$600K	Near-Term
Streetscape	Develop concept plan and design documentation for median streetscape and gateway treatment for Parker Road from the northern Town boundary (East Valley Hill Drive to Lincoln Avenue)	Town of Parker CDOT	$80K	Near-Term
Ramp Modification	Construct the slip ramp connection from the E-470 eastbound off-ramp at Parker Road to Twenty Mile Road and tighten right-turn radius at the eastbound E-470 ramp intersection with Parker Road	Town of Parker E-470	$2M	Near-Term
Street Connection	Finalize feasibility study and design concept for extending Pine Drive to Aurora Parkway	Douglas County City of Aurora	TBD	Mid-Term
Median Improvement	Implement median streetscape and gateway treatment for Parker Road from northern City Boundary (East Valley Hill Drive to Lincoln Avenue)	Town of Parker P3Parker Adjoining Properties	$600K	Mid-Term
Street Connection	Construct the extension of Pine Drive to Aurora Parkway	Douglas County City of Aurora	TBD	Mid-Term
Intersection Improvement	Conduct PEL and final design of a grade-separated Lincoln Avenue and Parker Road interchange	Town of Parker Douglas County CDOT	$5M	Long-Term
Intersection Improvement	Construct grade-separated Lincoln Avenue and Parker Road interchange	Town of Parker Douglas County CDOT	$40M	Long-Term
Street Connection	Extend Brompton Way south from Cottonwood Drive to Becket Drive and ultimately to Woodman Drive through a redevelopment partnership with the property owner	own of Parker with Private Development	$630K	Long-Term (Opportunity-Driven)
CENTRAL SUB-AREA				
Intersection Improvement	Conduct NEPA analysis for Parker Road from Mainstreet to Twenty Mile Road	Town of Parker Douglas County CDOT	$600K	Near-Term
Park Improvement	Develop Master Plan for O'Brien Park and O'Brien Park North	Town of Parker Douglas County	$50K	Near-Term
Street Connection	Design Dransfeldt Road extension to Motsenbocker Road	Town of Parker with Private Development	$1.75M	Near-Term

RECOMMENDED ACTIONS

Project	Description	Funding/ Partnership	Cost	Priority
CENTRAL SUB-AREA, cont.				
Annexation	Annex KOA property	Town of Parker w/ Private development	N/A	Near-Term
Intersection Improvement	Conduct final design for Parker Road and Mainstreet Intersection and expand the Sulphur Creek Bridge	Town of Parker Douglas County and CDOT	$1M	Near Term
Median Improvement	Develop concept plan and design documentation for median streetscape treatment for Parker Road from Lincoln Avenue to Twenty Mile Road	Town of Parker and CDOT	$110K	Near Term
Multi-use trail	Add new multi-use path on east side of Parker Road between Plaza Drive, north to south of Lincoln Avenue	Sites are already developed	$800K	Near-Term
Multi-use trail	Add new multi-use path on east side of Parker Road between north of Sulphur Gulch and Clubhouse Drive (including new pedestrian bridge)	Sites are already developed	$700K	Near-Term
Bridge Widening	Expand Sulphur Gulch Bridge	Town of Parker and CDOT	$600K	Near-Term
Intersection Improvement	Acquire property for at-grade Mainstreet intersection improvements	Town of Parker with Private development	$975k	Near-Term
New Street	Regulate transportation improvements to KOA property	Town of Parker with Private development	TBD	Near-Term
Intersection Improvement	Conduct final design for Parker Road and Twenty Mile Road intersection	Town of Parker Douglas County and CDOT	$1.5M	Near-Term
Intersection Improvement	Construct Mainstreet intersection with Parker Road	Town of Parker and CDOT	$8.7M	Mid-Term
Intersection Improvement	Install ¾-movement island on Parker Road at Longs Way concurrently with Mainstreet intersection improvement	Town of Parker and CDOT	$100K	Mid-Term
Street Connection	Construct Dransfeldt Road extension to Motsenbocker Road	Town of Parker Douglas County	$17.5M	Mid-Term
Median Improvement	Implement median streetscape treatment for Parker Road from Lincoln Avenue to Twenty Mile Road	Community core concept	$800k	Mid-Term
Median and Intersection Improvement	Implement enhanced median streetscape with off-set left treatment for Parker Road at the Plaza Drive Intersection	Town of Parker and CDOT	$110K	Mid-Term

RECOMMENDED ACTIONS

Project	Description	Funding/ Partnership	Cost	Priority
Sidewalk	Install sidewalk on Plaza Drive west of Parker Road - North side between Twenty Mile and Dransfeldt Roads - South side extending west of Parker Road approximately 400 feet	Sites are already developed	$85k/ $18k	Mid-Term
CENTRAL SUB-AREA, cont.				
Sidewalk	Install sidewalk on Progress Way - East side from north of Plaza Drive to Dransfeldt Road - West side from north of Plaza Drive to Dransfeldt Road	Sites are already developed	$110K/ $94K	Mid-Term
Intersection Improvement	Construct Parker Road and Twenty Mile Road intersection	Town of Parker Douglas County and CDOT	$15.4M	Mid-Term
Street Connection	Extend Progress Way east to Parker Road	Town of Parker w/ Private development	$400K	Long-Term
Street Connection	Extend Progress Way north to Lincoln Meadows Parkway	Town of Parker w/ Private development	$300K	Long-Term
Street Connection	Realign, extend, and update Mountain Man Road (east portion) west from Progress Way to Dransfeldt Road	Town of Parker w/ Private development	$200K	Long-Term
SOUTHERN SUB-AREA				
Median Improvement	Develop concept plan and design documentation for median streetscape treatment for Parker Road from Twenty Mile Road to Stroh Road	Town of Parker and CDOT	$80K	Near-Term
Multi-Use Trail	Install Multi-Use Trail on the east side of Parker Road between Hilltop Road and Solar Circle	Town of Parker and CDOT	$226k	Mid-Term
Multi-Use Trail	Install Multi-Use Trail on the west side of Parker Road between the KOA property and J Morgan Blvd	Town of Parker and CDOT	$1.8M	Mid-Term
Multi-Use Trail	Install Multi-Use Trail on the east side of Parker Road between South Pine and J Morgan Boulevard	Town of Parker and CDOT	$1.2M	Mid-Term
Median Improvement	Implement median streetscape treatment for Parker Road from Twenty Mile Road to Stroh Road	Community Gateway	$730K	Mid-Term

PARKER
COLORADO

parkeronline.org

Planning Commission Staff Report

Planning Commission Date:	**11/14/2019**
Town Council Date:	**12/2/2019**
Hearing Type:	**DRAFT RESOLUTION NO. 19-097 - A Resolution supporting the Recommendations Concerning the Park Dedication Standards Contained in the June 2019 Park Dedication Standards Update Recommendations Report Prepared by MIG, Inc.**
Location:	**Townwide**
Project Planner:	**Mary Munekata, Senior Planner, Stacey Nerger, Associate Planner, Dennis Trapp, Project Administrator, Parks and Recreation**
Applicant:	**Town of Parker**

Executive Summary: The current park dedication standards in the *Land Development Ordinance* (LDO) for new residential development were established in 2001 and updated in 2005. In the planning and development review of new residential parks, Community Development and Parks & Recreation staff have identified issues with inconsistent park quality outcomes and determined the need for updating the parks standards in order for Parker to continue providing the best possible park facilities for Town residents and to remain relevant and current with industry best practices for parks planning. The *Park Dedication Standards Update Recommendations Report* prepared by MIG, Inc. is the result of a commissioned study to analyze the current park standards and provide recommendations for updating these standards.

Staff Recommendation: **Approval**

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council approve the proposed Resolution No. 19-097."

ALTERNATIVE MOTIONS

"I move the Planning Commission recommend that Town Council deny the proposed Resolution No. 19-097."

"I move the Planning Commission vote to continue the recommendation for the proposed Resolution No. 19-097."

I. BACKGROUND/DISCUSSION

The parks standards in *Section 13.07.140 – Dedications for Parks, Trails, Open Space and Schools* of the *Land Development Ordinance* (LDO) governs the amount of parkland required to be developed in conjunction with new residential subdivisions and general development requirements for these parklands. Currently, the Town is working on updating and modernizing the LDO, and as a part of this process, is also updating the park dedication standards. The current parks dedication standards were established in 2001 and updated in 2005. The new standards will better align with the community's vision and values in the 2018 *Parks, Recreation, and Open Space Master Plan* (Parks Master Plan), community park needs, and current best practices.

These standards support the Town's goals for parks and open space and therefore need to remain relevant and current. The Community Development and Parks & Recreation Departments collaborated with the assistance and guidance of MIG, Inc. (the consultant) as a parks expert to provide an early analysis and recommendations for the Town to update the parks dedication standards.

Staff received requested direction from Council at their September 23, 2019 Study Session to:

1. Proceed with moving forward with this project and prepare updated parks standards; and
2. Prepare a resolution supporting the recommendations in the consultant's final report

Study Need & Desired Outcomes

Community Development and Parks & Recreation staff coordinate the planning and review of new residential parks to be built and dedicated as a part of the development review process. The amount of major parks and open space dedication is often negotiated at the time of annexation, and the planning of smaller neighborhood park space and amenities for all parks are negotiated at time of sketch/preliminary plans, or site plan in the case of multifamily. In this planning and review process, Town staff has identified issues over the years with inconsistent park quality outcomes.

While the current standards provide for an adequate quantity of parkland dedication, the current parks standards lack essential standards and guidance for:

- Park design;
- Improvements and amenities; and
- Overall park quality

Desired project outcomes included:

- Address quality of parks – not just quantity;
- Achieve more consistent park outcomes;
- Streamline development review & negotiations with developers;
- Continue to encourage delivery of built parks vs. cash-in-lieu;
- Incorporate best practices; and
- Retain flexibility for creative solutions

The recommendations from this report will inform the future update of these parks standards during the LDO Modernization project.

Parks Dedication Standards Update - Recommendations Report

The Parks Dedication Standards Update – Recommendations Report consists of four (4) sections, with highlights of the report discussed in this staff report.

Section 1: Existing Conditions Assessment
Section 2: Comparison to Peer Communities
Section 3: Dedication Standards Adequacy & Parks Master Plan Alignment
Section 4: Recommended Standards & Fees

Study Approach & Key Findings

The consultant's process included an assessment of existing conditions. The consultant toured Town-built parks and developer-built parks with staff, as well as reviewing several Town documents related to park development, goals, criteria and standards. The consultant also reviewed the parks standards of peer communities and analyzed the consistency/alignment of the Town's current standards with the Parks Master Plan.

Many residential subdivisions have yielded some strong, creative parks. However, key findings include the following:

- Park outcomes have been inconsistent;
- Some park needs are being unmet such as abundant smaller parks, but few 10+ acre parks;
- Inconsistent park amenities and improvements; and
- Opportunities for:
    - Consolidation of parks standards vs. consulting several documents
    - Consistency and alignment with the Parks Master Plan
    - Differentiation of standards by park type
    - Clearer development requirements & fees
    - Clarity of standards and expectations vs. guidelines

Study Recommendations

Specific recommendations of the report include:

1. LDO Parks standards need to be consistent and align with the Parks Master Plan vision and goals
2. Require park elements differentiated by park type

3. Revised parks standards should:
    - Provide clear expectations for quality parks
    - Provide a stronger baseline for negotiations
    - Allow for flexibility and creativity
4. Have an updated development cost per acre for the cash-in-lieu option
5. Development of a Parks Design Manual to assist developers with supplemental information including options and graphical illustrations.

Recommendation Report – Implementation of Recommendations

Final approval of this proposed resolution of support by Town Council will allow Town staff to immediately utilize the report recommendations as framework for planning and development review and allow staff to provide developers with clear direction on the design of parks in our community until such time as new parks standards are codified with the Land Development Ordinance project.

II. CONCLUSION

The Parks Dedication Standards Update – Recommendations Report provides the needed framework and guidance for the Town to develop new parks standards with the Land Development Ordinance Modernization project. With the proposed resolution of support, Town staff will be able to better guide discussions with developers regarding park development.

Staff recommends the Planning Commission recommend Town Council approve proposed Resolution 19-097.

III. ATTACHMENTS

1. Draft Resolution 19-097

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

RESOLUTION NO. 19-097, Series of 2019

TITLE: A RESOLUTION SUPPORTING THE RECOMMENDATIONS CONCERNING THE PARK DEDICATION STANDARDS CONTAINED IN THE JUNE 2019 PARK DEDICATION STANDARDS UPDATE RECOMMENDATIONS REPORT PREPARED BY MIG, INC

WHEREAS, the Town Council believes that parks, trails and open space significantly enhance the quality of life of the residents of Town of Parker and are important amenities to all neighborhoods;

WHEREAS, the Town desires to continue to ensure that new development of residential neighborhoods in Parker will have high quality parks with amenities to support the residents;

WHEREAS, the Town of Parker, as part of the Parker Land Development Ordinance Modernization Project, is updating its park dedication standards to better align with the community's vision and values from the 2018 Parks, Recreation and Open Space Master Plan;

WHEREAS, the Town hired MIG, Inc., to provide recommendations to the Town to update the park dedication standards in the Land Development Ordinance;

WHEREAS, MIG, Inc., has completed its work and has provided its recommendations to the Town in the Park Dedication Standards Update Recommendations Report (the "Report"); and

WHEREAS, the Town Council desires to express its support for the recommendations in the Report and to direct staff to expeditiously update Section 13.07.140, Dedications for parks, trails, open space and schools, of the Land Development Ordinance, and implement the recommendations of the Report as part of the Land Development Ordinance Modernization Project.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, AS FOLLOWS:

Section 1. The Town Council of the Town of Parker hereby supports the recommendations contained in the June 2019 Park Dedication Standards Update Recommendations Report, which is attached hereto as **Exhibit 1** and incorporated by this reference.

Section 2. The Town Council of the Town of Parker hereby directs staff to work with Clarion Associates to implement the recommendations from the Report as part of the Land Development Modernization Project.

RESOLVED AND PASSED this _____ day of _____, 2019.

DRAFT

TOWN OF PARKER, COLORADO

_____

Mike Waid, Mayor

ATTEST:

_____

Carol Baumgartner, Town Clerk

DRAFT

Exhibit 1

Park Dedication Standards Update Recommendations Report

Prepared for Town of Parker, Colorado

by MIG, Inc. | June 2019

Contents

Existing Conditions Assessment ..... page 1

Comparison to Peer Communities' Dedication Standards ..... page 9

Dedication Standards Adequacy and Master Plan Alignment ..... page 17

Recommended Standards and Fees ..... page 28

Table 1: Park Standards Benchmarking Comparison to Peers..... page 9

Table 2: Parker Parks, Recreation and Open Space Master Plan LOS Standards ..... page 24

Table 3: Comparison of 2018 PROS Master Plan Standards to LDO Requirements for Residential Areas .....page 29

Table 4: Proposed Standards Matrix for Parks and Open Space in Residential Areas..... page 30

Table 5: Minimum Development and Cost Assumptions for 1.5 acre (preferred size) Neighborhood Park (NP) .....page 42

Table 6: Development and Cost Assumptions for 10-25 acres (preferred size) Community-Serving Park (CSP) .....page 43

Figure 1: Town of Parker Neighborhood & HOA Park Service Area ..... page 26

Introduction

In tandem with the Parker Land Development Ordinance (LDO) Modernization project, Parker is updating its Park and Open Space - dedication standards to better align with the community's vision and values in the *2018 Parks, Recreation, and Open Space Master Plan* (PROS Master Plan), park needs, and current best practices. The Town of Parker hired MIG as a consultant to provide recommendations and guidance for the Town to update the parks dedication standards in Section 13.07.140 of the Parker LDO. This report includes an assessment of existing conditions, benchmark comparison to peers, adequacy assessment of existing parks (LDO Section 13.07.145) and open space (LDO Section 13.07.145) standards compared to the Master Plan, and recommendations for updates to the parks dedication standards.

Existing Conditions Assessment

This section of the report documents the existing conditions of the parks and open space dedications in Parker. For the existing conditions assessment, MIG and Town staff toured a representative sample of Town-built and developer-built parks. These included both neighborhood and community parks, as well as examples of high-quality park development and parks with outcomes the Town would not want to replicate further. For context prior to the tour, MIG reviewed several documents that summarized existing policies and relevant information, including but not limited to the 2018 PROS Master Plan, the Park Amenities Inventory, and several development plans.

Previously in this project, MIG conducted a benchmark analysis of Parker standards to peer communities. Future tasks in this project will compare the Parker LDO dedication standards to the policy guidance in the Master Plan, assess the adequacy of existing standards to achieve the desired results, and research best practices in parks quality standards that could be applicable to advance the Master Plan vision.

Key Findings

The existing conditions assessment resulted in Key Findings in four groupings.

Parker Has a High-Quality Park System

- Parker has a well-regarded park and open space system with many quality parks.
- Parker has been very successful in achieving neighborhood parks within walkable distance to most homes (¼ to ½ mile).
- Parker has abundant open space.
- Town-built community parks and recreation facilities are high quality and offer distinctive amenities and social gathering spaces.
- Many neighborhoods include recreation facilities for residents beyond playgrounds, such as pools, sports courts, and picnic shelters.

Negotiated Developments Have Yielded Some Strong, Creative Outcomes

- Parker has successfully negotiated with developers in most cases to provide developed parks rather than simply land dedications and fees.
- The Town has achieved much more with a negotiated approach than is required in the code in many cases.
- Staff leverages developers' motivation to creating appealing parks as a means to increase value and accelerate home sales.
- By offering credit for public parks and partial credit for private spaces, many neighborhoods offer more parks and facilities than required.
- Public and private parks and recreation facilities owned and managed by Homeowners Associations (HOA's) greatly increase the facilities for residents while reducing the burden on Town resources.
- Some developments include new and creative amenities to attract target residents, such as dog agility areas or small water spray pad areas at apartments.
- The Town has leveraged its offer to take over and maintain community park sites effectively to get larger (10+ acres) parks with more amenities and facilities. However, it also has successfully avoided taking over the maintenance of smaller neighborhood parks, even when requested by HOA's to do so.

There is Inconsistency in Quality and Outcomes

- Parker has many uncodified expectations for parks that require negotiation and leverage to achieve.
- Town-built facilities are, in general, higher quality than developer-built parks.
- Negotiated double crediting of detention areas, open spaces, trails and parkland yields inconsistent results such as the Stroh ranch detention pond.
- There are missed opportunities to support recreation in open space in places where passive recreation activities are compatible with the goals of protecting natural resources.

Some Parks Size, Type, or Purpose Needs Not Fully Met

- Larger parks with specialized facilities and large group gathering places are lacking. According to the 2018 PROS Master Plan assessment, the Town exceeds the recommended level of service for neighborhood parks but has insufficient acreage to provide the recommended level of service for larger community parks.
- Some neighborhood parks are too small or lack the amenities to provide as much benefit as desired. In some cases, this may be a result of requiring developers to achieve the Town's current preference of ¼-mile walking distance, which requires more parks dividing the total acreage into smaller parcels.

- Public gathering and respite spaces in commercial development are rare and entirely market driven.
- Some creative amenity ideas fail, such as a community garden that is not being used, because developers do not have standards for the types of facilities and support amenities provided.

The remainder of this section of the report provides narrative support for the key findings, above.

Parker Has a High-Quality System

The most significant finding of the existing conditions assessment, which should be held as the overarching context for the rest of the findings and the project, is that the Town of Parker has achieved an excellent quality and quantity of parks and recreation facilities. Several of the Town-built parks, including the award-winning Railbender skateboard park and tennis complex, the Salisbury Sports and Equestrian Park, the greenway trail along Cherry Creek and both well-loved and intensely used downtown parks -- O'Brien Park, H2O'Brien Pool and Discovery Park -- are examples of excellence. Open space is abundant, with strong components of sensitive riparian and wildlife habitat.

Including the private parks and recreation facilities that Homeowners Associations (HOAs) manage for their residents – the vast majority of which were required by the Town, Parker exceeds its recommended level of service for neighborhood parks. In several parts of Town, parks and recreation are available within a walking distance of a quarter mile of all residences. This walking distance is closer to homes than the ½-mile industry standard advocated for by the National Recreation and Parks Association (NRPA), Trust for Public Land (TPL) and the Urban Land Institute (ULI). Many Parker neighborhoods have private facilities that offer more than passive park land and playgrounds, such as swimming pools, ball parks, picnic shelters, and gathering spaces that foster not just opportunities for an active lifestyle, but also social cohesion and neighborhood identity. In sum, there is a great deal that Parker is accomplishing in terms of quantity and quality of parks, recreation, and open space in the Town.

Negotiated Developments Have Yielded Some Strong, Creative Outcomes

One of the key tools that Parker has used to achieve strong PROS outcomes has been negotiated development approvals. In Parker, most development occurs by Planned Development (PD) zoning. Many aspects of the development design and layout are negotiated, rather than strictly following the base standards of the Land Development Ordinance (LDO). PROS is regularly a significant component of the negotiation.

This negotiated development has yielded some strong and creative outcomes. A major result is that while the ordinance requires land dedications and development fees, the Town has regularly negotiated for fully developed parks, built and delivered by the developer. Town

staff have actively collaborated with the developers and park designers to suggest locations, amenities, and upgrades that have improved the quality of the resulting parks for residents and better connected these with other Town PROS assets.

During the site conditions tour, some of the stops highlighted examples of higher-than-required park quality outcomes. At Cottonwood Highlands HOA-maintained Community Park, the Town collaborated with the developer to maximize the quality and amenities in a small area. By adding negotiated amenities, the developer was allowed to count a portion of the detention area as open space with their addition of a trail on the north side of the detention pond. The Town also worked with the developer to meet all of the parkland dedications requirements on site for residents resulting in two on-site, developed parks. More than what was required was developed in this neighborhood.

An older example is the Challenger Park Estates Neighborhood Park. This HOA owned and maintained park is centrally located in the neighborhood and developed with amenities to serve a variety of age groups, including swing sets and half-court basketball, along with a large open field that hosts community gatherings and informal sports. It is a beloved neighborhood asset and also open to the public. A third example in Anthology is also a HOA-maintained, centrally located neighborhood park that is open to the public. It contains both unprogrammed space as well as play equipment, primarily a large wooden fort-style play climbing structure.

Another, recent strong outcome is at Tallman Meadow Park. This park exceeds the Town's minimum size requirements and was fully developed with sports fields and premium-grade playground, picnic shelter, and other amenities that coordinate with the overall historic theme/character of the development. The developer agreed on the condition that the Town would accept the fully developed park as a dedication, thereby removing it from the HOA responsibilities and dues structure for the long-term.

An example from a multi-family development is the Watermark I development, which contains intense, high quality amenities such as a tot lot, half-court basketball, and dog agility training in the interior of the development, where the buildings create a sense of oversight and as well as a gazebo and seating for more passive enjoyment.

Overall, negotiated development approvals have yielded creative strategies that have addressed site constraints and created many high quality, well-loved parks in Parkers neighborhoods. The park design and amenities are often tailored to site conditions, neighborhood character, and even the Town's current needs for the type of park experiences that are in demand.

There is Inconsistency in Quality and Outcomes

Parker has many uncodified expectations for parks that require negotiation and leverage to achieve. However, the 2018 PROS Master Plan provides policy guidance for parks, trails, open space and recreation facility decision making. Also, the Land Development Ordinance

Modernization project that the Town is currently undertaking - will provide the needed updated regulations and standards to support and implement the goals and policies of the master plan and improve PROS outcome.

Although some negotiated approvals have yielded excellent results, others have not. Negotiated developments have many considerations, and at times Parker has had to prioritize other needs of the Town and use its leverage on aspects of the agreement besides amplifying PROS outcomes. Many of the developer-installed park amenities are standard, "off-the-shelf" styles that are similar and offer little distinctive appeal; the Town would like to see more modern, innovative solutions and premium equipment but getting down to the specific equipment selections is often too detailed for the development approval.

While the Town allows limited double-crediting of parks, open space and detention areas, it is considered on a case-by-case basis. While this has resulted in some creative solutions, there is also a sense of inconsistent application and uncertainty. Related is the either-or designation of parkland and open space, which concentrates amenities in parkland and leaves no incentive to add amenities to open space. Open space is often abundant, and the Town desires to see some of the open space areas augmented with potential passive amenities such as walking and nature trails, benches, and similar.

In some cases, HOAs appear to be concerned about either the quality of their parks or their long-term ability to maintain and renovate them. As the demographics of neighborhoods change over time and residents age, features such as playing fields and tot lots may not see as much use by local neighborhood residents, for example. Maintenance and irrigation is expensive, and subsequently, HOAs regularly approach the Town to request that the Town take over ownership and maintenance of their HOA parks. While the Town Council considers each request on a case-by-case basis, the Town has not agreed to take over maintenance from HOAs. In the new Idyllwilde development, a separate issue has been noted between the developer and the Homeowners Association. Here, due to maintenance concerns, the HOA is refusing to accept ownership and maintain a small developer-built park with access on a steep incline.

In sum, while the developer-led strategy has delivered significant success and is an important part of keeping control of Town expenses in the long-term, it is not without challenges. In some cases, the quality of park development and maintenance are not at the level of service desired.

Some Parks Size, Type, or Purpose Needs Not Fully Met

Despite the overall quality and success of parks outcomes in Parker, there are notable gaps and insufficiencies in some aspects of what exists in Parker today. One such deficiency is that although the Town is very rich in neighborhood parks, there are few larger community parks. Parker is not meeting its own level-of-service goals as identified in the 2018 PROS Master Plan. For this reason, in recent negotiations for several large-scale site development plans such as the Trails at Crowfoot, the Town has ensured that each of these will add larger community parks. Once

built, these will make a significant improvement in meeting the level-of service goal for community parks. It will not, however, close the gap for the level-of-service goal for community parks in previously developed areas.

Another concern is that some neighborhood parks are too small, poorly located, or lack the amenities to provide as much benefit as desired. In some cases, these parks have been developed on small "remnant" parcels that were not feasible for development. An example would be an unnamed, "postage-stamp" park in the Stroh Ranch development. This park holds the mailboxes for the surrounding street; otherwise the amenities are limited to one bench and Mutt Mitt dispenser. The size of the park is too small to use for almost any sort of activity or gathering.

There are few public gathering and respite spaces in commercial development in the Town. Without any PROS requirements for commercial development, what exists has been provided by the Town, negotiated, or is entirely market driven. Another consideration is that some creative amenity ideas fail, such as a community garden that is not being used at the Watermark I multifamily development. The garden was negotiated and based on its installation the land was credited toward the parkland requirement. Residents have not cultivated the garden. Since the area is maintained by a property management company, the Town has little ability to influence the owner or management company to upgrade the space to a more usable type of park experience.

Conclusions

This Existing Conditions Assessment is an important step in the update the Parker LDO parks and open space dedication standards. Conclusions are that existing conditions and outcomes in Parker are very positive and have yielded many high-quality PROS assets for Parker residents, delivered by both the Town and private development. Still, there are opportunities to enhance the quality and consistency of parks and open space facilities for Parker and better meet the full range of Town goals.

Comparison to Peer Communities' Dedication Standards

This section shows how Parker parks standards compare to standards in several other Colorado Front Range Communities with some similar characteristics such as development character, size, quality of existing parks, and growth drivers. Selected peers are Castle Rock, Longmont, and Brighton.

Key take-aways from the comparison:

- Standards vary significantly from community to community in form and amount, making apples-to-apples comparisons difficult.
- Parker's fees are the only one of the four peers that are expressed as the overall acreage dedicated rather than the amount of land per number of units to be developed.
- Only Castle Rock and Parker allow credits for private parks.
- Only Longmont has minimum size standards for neighborhood-serving parks (termed, "pocket parks").
- Only Longmont requires remnant parcels open space dedications for greenway connections.
- Longmont appears to have more parkland design and development guidance than Parker and other peers.

Aspects of the park standards that were compared across the peer communities are park development fees, dedication requirements, dedication credits, and other information. Table 1 below summarizes key aspects of Parker's Park standards and those of the three peers.

Table 1: Park standards benchmarking comparison to peers

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
Parker, CO	Fee is based on estimated park construction costs: - $255,400 per acre - Includes basic infrastructure and associated irrigation tap fees for typical one acre	Provide land for park, trail and open space: - 7.5 acres of developed park land per 1,000 population - Open space goal of 20% - Additional Open Space dedication may be required by Council if criteria in Open Space, Trails and Greenways Master Plan is not met	Credit for alternative provision for park and recreational facilities Credit for private parks – up to 50% of total required, owned and maintained in perpetuity by HOA	Sales tax funding for Parks Selection/Design Criteria outlines for Open Space, Private Pocket Parks, Parks, and Trails: - Location, connectivity, accessibility to residents focus of

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
	- Plus appraised value of undeveloped acreage - Does not include amenities and improvements	Amount of park land dedication based on the project population created by a development (existing dwelling units are excluded): - 3.19 persons per single-family detached dwelling unit - 1.85 persons per multi-family dwelling unit Cash payment in-lieu of dedicating land - Options for residential land development: Fee in lieu only if land is not available - Min. fee is $500.00 per each additional residential lot created for residential minor developments - Appraised value of land plus fees Recommended guidelines in Open Space, Trails, and Greenways Master Plan - Selection criteria location of public trail and safe usage and sufficient right-of-way. Easement or right-of-way width typically ranges from 25 to 50 feet - Exclusive utility easement, public right-of-way, or topographical obstructions not permitted land Trails: No cash-in-lieu accepted in subdivisions where proposed regional trails are located unless there is acceptable	Credit for dedications of land for public park space exceeding 7.5 acres per 1,000 residents only if additional public park land meets Town selection and design criteria for parks, trails and open space	selection/design criteria Only requirement for recreational facilities is to comply with Town Construction Standards and Specifications Town policies, not codified: - Annexation agreements target goals is 20% open space dedication. - Expect neighborhood parkland to include amenities - Preference for developer-built parks rather than collect development fees - “Community Parks” are >10 acres. - Town only considers accepting dedication of fully-built, 10+ acre - Town considers accepting dedications

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
		alternate route in Open Space, Trails, and Greenways Master Plan		of open space on a case-by-case basis 2018 PROS Master Plan recommended LOS: - Parkland of various types = 8.7 acres/1,000 total - Open space = 18 acres/1,000
Castle Rock, CO	**Single Family Detached and Attached Per Unit Impact fee:** - Less than 2,000 sqft: $2,757 - 2,000 to 2,499 sqft: $3,406 - 2,500 to 2,999 sqft: $3,720 - 3,000 to 3,499 sqft: $3,936 - 3,500 to 3,999 sqft: $4,384 - 4,000 to 4,499 sqft: $4,772 - 4,500 to 4,999 sqft: $5,114 - Over 5,000 sqft: $5,420	**Formula based on 8 acres/1,000 population: 2 acres/1,000 population for neighborhood parks and 6 acres/1,000 population for community parks.** **Neighborhood Park** - Dedication or cash-in-lieu: 0.002 acres/person or 0.006 acres/dwelling unit (based on 3.0 persons/household) -Minimum on-site dedication: 8-acre site up to 25-acre site (if combined with elementary school, 10 to 12-acre site is optimum. **Community Park** – Dedication or cash-in-lieu requirement: 0.006 acres/person or 0.018 acres/dwelling unit (based on 3.0 persons/household) - Minimum on-site dedication: 25-acre site up to 100-acre site (if combined with secondary school) 60 to 80-acre site is optimum.	Up to 33% of private open space for park and recreational purposes in a proposed subdivision that is privately owned and maintained by future residents may be credited against requirements if following are met: - That the private ownership and maintenance of the land is adequately provided for by written agreement;	New residents fund future parks and indoor recreation facilities through fees charged to new home construction. Funding for parks – 24% General Fund (Sales Tax), 16% Community Center Fund (sales tax), 2% Conservation Trust fund (Douglas County Shareback), 1% conservation trust fund (lottery), 14% parking and capital recreation fund (fees), 17% golf fund (fees), 1% general long-term planning fund,

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
		Total = dedication or cash-in-lieu requirement: 0.008 acres/person or 0.024 acres/dwelling unit Dedicated lands must be suitable for neighborhood and/or community parks and typical facilities in terms of topography, size and location. Fee in lieu or off-site land dedication is required when minimum acreage does not enable full dedication. All land and cash fees dedicated or credited for public purpose (e.g., parks, school, water, fire, policy, or administrative facilities) shall be used to the mutual benefit of the residents of the subdivision. Such lands may be restricted to area residents only as provided in the credit requirements. The town may exchange land previously acquired under this provision for cash if the Town Council determines the public need for that specific public use would better be served at a different site. Cash fee-in-lieu of land dedication may be permitted after review of the following criteria: size of development and its adequacy to accommodate suitable public use site, the Town and School District's master plans for	- That the proposed land area is reasonably adaptable for the use for park and recreation purposes; - That the facilities proposed for the land area are in substantial accordance with the provisions of this regulation; - That the facilities proposed conform to and/or complement the Town's Parks Recreation, Trail and Open Space Plan and Comprehensive Master Plan; - That any land dedicated under the provisions of this Section shall not be used to also	community center fund fees and interest (fees)

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
		future development, existing parks and other public facilities in the area, topography/elevation/geology/location of the land in subdivision, and needs of people in the area. The fee is based on administrative evaluation.	satisfy the open space requirement of the PD zoning district - That the private facilities be credited only against the neighborhood park component of the park land dedication requirement.	
Longmont, CO	Park Improvement: Fee based on current costs of acquiring, designing, and building parks and greenways for 2014 and beyond: 2016 – fee for single-family detached residential: $5,333.00; fee for other residential: $2,616.00 (fee from years on out will be adjusted based on Engineering News Record Construction Costs Index	All subdivisions must reserve land for public parks according to the comprehensive plan, or dedicate land, or pay fees in-lieu, for the purpose of providing a proportionate share of public parks, greenways, and open space. New development must provide landscaping for landscape buffers; pocket parks, plazas and courtyards; … greenways; … stormwater areas; and residential, mixed-use and nonresidential lots not covered by structures, parking areas, drives and other hardscape areas		Park Design Specifications: Playground design requirements; design for restrooms; lighting criteria Railing, fencing, and gates; site furnishings; sports equipment; irrigation; landscape; signage; turn over items; approve materials list. Identified future district, neighborhood, or community park

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
	Fee is also based on target level of service methodology	Pocket park required for single-family detached and attached residential developments with 25 or more dwelling units – pocket park is not required when at least 50% of the dwelling units are within ¼ mile walking distance of an existing or planned and fully funded public neighborhood park. - 1 acre per 100 single-family dwelling units. - 1 acre for every 200 multifamily dwelling units. - Minimum size of 0.5 acres for developments of 100+ single-family units and developments of 200+ multifamily dwelling units. - For developments with fewer units, the size may be reduced proportionally (minimum one-quarter acre size for developments of 100 multifamily dwelling units). Location: Shall be centrally located within the development with pedestrian access to the lots and dwellings they are intended to serve. Shall have frontage on at least one local or collector street. Dedication of greenways: the city requires dedication of adequate lands or easements for outlots for the development of primary or		Criteria for funding allocations to new and existing parks: Safety and regulatory projects, develop new projects while concurrently repairs and renewing parks, systematically address the sites in most need of reinvestment while also including expansion projects to serve a growing population; rebalance the investment the community makes in the system and focus on spreading the benefits

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
		secondary greenways. An "outlot" is defined as a remaining parcel platted in a subdivision but set aside for a specific purpose other than development. Fee in lieu allowed for dedication of public park, greenway, or open space.		
Brighton, CO	Community Park fee: - Pay $400/unit with land dedication - Pay $720/unit without land dedication Local and community parks and open space shall require a park development fee based upon number of lots proposed within the development. The fee is due at the issuance of building permits.	Public park land and open space shall be dedicated at a rate of 3 acres per 1,000 for local neighborhood parks and open space, exclusive of school sites. Total dwelling units proposed (or lots for single-family housing units) within the development x 2.96 persons per household Location – must provide focus for residential development and cannot contain natural hazards. When project exceeds 8 dwelling units per acre, development must provide 25% of development site for common outdoor recreation and open space. Fee in lieu of land dedication equal to rate of 3 acres per 1,000 population based upon fair market value of unimprovement land as zone	Infill exemption: Infill development serviced by existing local parks and lying within infill development boundary are exempt from park land dedication requirement but are required to pay applicable park development fees if platted after 1986.	Should the size of the community park located within the development exceed the dedication requirements for community parks, the developer shall reserve remaining land for City acquisition based on fair market value of unimproved land zoned urban development. All new residential land development projects must dedicate or convey land for a public school or pay cash in-lieu of dedication

City	Park Development Fees	Land Dedication Requirements	Dedication Credits	Other Information
		urban development required if project location is not within the vicinity of a community park. Fair market value shall be established by City appointed appraiser. Fee paid during final plat approval and will be placed into community park development fund.		Design of subdivision must make use of natural contours and protect the view, as well as provide protection from adverse noise and vehicular traffic.

Dedication Standards Adequacy and Master Plan Alignment

This section of the report assesses the adequacy of the existing Park Dedication Standards, as measured against the policy recommendations of the 2018 PROS Master Plan, peer communities, and MIG's national knowledge and experience in other communities. It also presents some preliminary findings with regards to development fees and park in-lieu fees.

Key Findings

The standards adequacy assessment resulted in the following findings:

Consolidation of Parks and Open Space Standards is Needed

- Section 13.07.140 of Parker Municipal Code addresses dedication requirements for parks, trails, open space and schools. The organization of the section makes it difficult to immediately discern whether school grounds could be considered with other open space requirements in some way.
- Standards and key requirements are not all consolidated in this section. Section 13.07.140 makes reference to a variety of other resources that must be consulted to know what standards apply. These include:
    - Section 13.07.080 provides requirements for site master plan approval, including costs and construction documents.
    - Section 13.07.145 includes selection criteria for open space, standards applicable to a percentage of each development, design criteria, as well as requirements for land set aside as Common Open Space.
    - Section 13.06.070 addresses requirements for Landscaped Areas, which may count in some cases as private park land.
    - Construction Specifications & Design Considerations for Parks, Trails and Streetscapes present design guidelines that affect park development requirements.
    - Open Space, Trails and Greenways Master Plan identifies trail development criteria, criteria for the protection of open space, and regional trail requirements that affect cash-in-lieu fees.
    - The Park Fee Schedule spells out cash-in-lieu of land dedication and development. It defines assumptions about the cost of park development based on what park development must include.

2018 PROS Master Plan Findings Suggest LDO Changes Are Needed

- Section 13.07.140 is intended to be updated based on the recommendations in the 2018 Parks, Recreation and Open Space Master Plan. For open space, the Master Plan introduces a different format for level of service (LOS) based on the number of residents served

(acres/1,000 residents), rather than the size of the development (current goal of 20% open space). Open space dedication is typically based more on environmental and geographic factors than population.

- Parker's existing park land dedication requirement for developers (7.5 acres/1,000) is greater than the Town's current level of service (LOS) -- 6.77 acres/1,000 residents-- as calculated in the Master Plan for Town and HOA parks combined. It should be noted, however, that many parks were developed under the old requirement of 6.50 acres/1,000 residents.
- The Master Plan proposes increasing the LOS to 8.7 acres/1,000 residents, largely by increasing acreage for community parks and special use sites while decreasing acreage for neighborhood parks. This distinction between neighborhood and community-serving parks is critical.
- The Master Plan also proposes reducing the level of service for open space, and it does not note any assumptions for the LOS of trail corridors. It is not clear how these Master Plan recommendations compare to current open space and trail dedication requirements.
- The Master Plan defines neighborhood parks as typically ranging from 5-25 acres in size, and community parks from 20-100 acres in size. These definitions are clearly not applicable in Parker and should not guide the LDO required size for parks.
- The Master Plan provides guidance on the numbers and types of facilities needed in several different places in the document.
    - The Master Plan set numerical standards for facility LOS. Of note, HOA neighborhood parks significantly contribute to Parker's park system with a LOS of 2.65 acres per 1000 residents. This has resulted in a LOS that significantly exceeds the National Recreation and Park Association (NRPA) standard of 1-2 acres per 1000 residents.
    - The Inclusive Programming strategies note that in the next 10 years, the Town should ensure that 25% of all playgrounds are universally inclusive playgrounds. Achieving this likely may require a code/construction update to provide universally accessible and inclusive play elements at all new parks.
    - The Connect People and Places strategies identify potential new guidelines for trail development, including the provision of parallel soft- and hard-surfaced trails and trail amenities. It also advises: "Update the Land Development Ordinance to ensure that private parks and recreation facilities are integrated and well connected to adjacent neighborhoods."
- Master Plan outreach found that "79% of survey respondents use a park managed by a Homeowners Association (HOA). For those respondents who did not use an HOA park, it was because 1) there was no HOA park near them or 2) the HOA park did not have the facilities/amenities that interested them." This confirms a need to provide better guidance to developers on the provision of unique and interesting recreation facilities, as well as landscaping and elements to enhance park character and the park experience. These are typically done through design and development guidelines.
- Master Plan outreach findings also indicate that Parker needs "to better balance the development of new facilities and maintenance of existing facilities." While maintenance and asset management are not applicable to dedication standards, there is an issue the Town

needs to address regarding the replacement and refreshing of amenities, facilities and landscaping as dedicated parks age. It is unclear if there are any expectations established for the renovation of HOA public parks and private parks for which the developer received credit.

Existing Acreage Dedication Quantity Is Adequate; Standards Need Differentiation

- Parker's land dedication standard of 7.5 acres of parkland per 1,000 residents is in line with peers and appears to be adequate in obtaining most needed park land.
- Parker should codify the level-of-service guidance for neighborhood-serving and community-serving parks. Note: Many communities set these standards based on neighborhood park and community park requirements alone. In Parker, special use parks also serve community-wide and in some cases regional needs. Consequently, the desired split may be 2.5 acres/1,000 for neighborhood parks and 5.0 acres/1,000 for larger community-serving parks, including community parks and special use parks. This change will help the Town negotiate to obtain larger sites for community parks.
- The code standard allowing credit for private parks up to 50% of the total parkland requirements is working to balance desires for publicly accessible spaces, for high-quality neighborhood amenities, and for long-term cost containment. However, since these private facilities are only intended to serve one neighborhood, it may be more appropriate to credit private park acreage toward required acreage for neighborhood parks only
- Parker's open space dedication standards express a goal of protecting 20% open space—although developers often set aside more than that. It is unclear how this compares to the 2018 Parks, Recreation and Open Space Master Plan LOS recommendation of 18 acres/1,000, since the former is based on area and the latter on population.
- A question should be raised regarding the format of level-of-service (LOS) recommendations noted in the 2018 Parks, Recreation and Open Space Master Plan versus open space and trails requirements in the Open Space, Trails and Greenways Master Plan. These could be aligned and codified in the same format to apply to all types of parkland, open space and trails.
- If the Town must weigh the costs of land dedication against park development to stay within market rates, Parker should continue to emphasize the 7.5 acres per 1,000 residents park land requirements over higher development fees. It is easier for the Town to fund and add amenities to dedicated park land than to try to obtain more land later.
- Parker may want to consider more strongly and/or approve fee-in-lieu in smaller (re)developments and refine criteria accordingly, as well as develop policies guiding the use of funds received. This will help avoid the provision of parks smaller than the Town's minimum standard size.

Development Requirements and Fees Need Clarification

- There is a great difference in between expectations for full park development and the park development requirements and fees associated with in-lieu-fees noted in the Park Fee Schedule.
- Parker's fee structure is expressed differently from peers (cost per acre rather than per residential unit). If calculated based on development unit, Parker would require $6,110 per single family dwelling unit or $3,542 for multi-family unit. (This is based on the current park development cost per acre, the average number of people served by one acre as per land dedication standards, and the Town's assumptions of population per dwelling unit.) If accurate, this is already higher than the range charged by peers in the benchmark analysis. This suggests that the benchmark communities are not expecting full park development.
- Parker's current development fees are based primarily on irrigation tap fees, groundwork, landscaping, and minor amenities, resulting in fees that are inadequate for high quality above-ground park improvements and full park development.
- The current development cost noted for play equipment and installation ($15,000) is well below current norms for average play areas in neighborhood parks; it is wholly insufficient for high-quality play areas as may be expected in Gold Medal communities.
- In many communities, full park development for quality parks averages $500,000 - $850,000 per acre, instead of the Parker's current fee which is based on $255,400 per acre.
- If Town development fees are increased to cover full park development, they will be above market norms.
- To encourage development where appropriate in open space, Parker should consider adding criteria for allowing credits for improved open space to count toward a percentage of park land requirements (at a reduced ratio).

Expectations, Standards and Guidelines Need to be Aligned and Clarified

- Given staff role in negotiating for final park approval, inconsistent expectations and standards have guided developers—particularly in credits given for linear strips adjacent to houses, detention basins, trails/linear corridors, and other open space. To allow flexibility but ensure more consistency, decision-making criteria and/or general policies are needed to guide negotiations.
- The Town needs a more comprehensive and consolidated and detailed set of standards and guidelines that may include all of the following, some of which currently exist in Parker:
    - Land dedication standards (acres/1,000 residents)
    - Park site selection/land dedication criteria
    - Open space dedication requirements
    - Open space site selection criteria
    - Park service areas (travel distance to parks)

  - Numerical facility level of service guidelines for key types of facilities (e.g., playgrounds, sports courts, sport fields, dog parks, outdoor pools, picnic shelters)
  - Design, development and construction guidelines for parks, trails, and open space
  - Criteria for the Town's acceptance of community parks to be maintained and programmed by the Town.
- Parker may want to codify the requirement of providing neighborhood parks within a ½-mile walking distance (10-minute walk) and remove the expectation of providing parks within a ¼-mile walk, which is driving the development of undersized neighborhood parks. (The ½-mile service distance is consistent with what is in the Master Plan.)
- The park tour suggests that consistent site selection/dedication requirements are needed in addition to numerical LOS standards (acres per 1,000 residents) and access requirements (travel distance to parks) to guide site selection. In addition to other factors note in LDO Section 13.07.140, criteria could include:
  - Minimum park size
  - Site size needed for various recreation uses, including sports and fitness opportunities
  - The shape, configuration, slope and amount of developable space of parks
  - Usable amount of the site without barriers (drainage, topography, overhead utilities, easement and ROW restrictions, etc.)
  - Street frontage; access from arterial, collector and local streets; buffer between streets and play areas
  - Location; centralized to neighborhood served
  - Property adjacencies; adjoining uses; co-location of parks with schools, detention basins, open space and trails
  - Natural areas and natural features that add to site character and recreation value
  - Access paths and entries
  - Connectivity to local and regional trail system
  - Visibility for public safety
  - Multi-use spaces, "string of pearls" parks, and temporary "pop-up" park spaces
  - Partial credits for private parks/facilities, detention basins, open space and trails

Additional Guidance for Non-Residential Areas

- All of Parker's current standards and guidelines apply to new residential development. Current trends in parks and recreation, as well as the increasing interest in augmenting the customers' experience environment in commercial and business areas, are leading to the increasing integration of urban plazas, art, social gathering opportunities, respite spaces, event spaces, and play spaces into non-residential areas. The Town may want to revisit and broaden guidelines and/or requirements for Landscape Areas in large-scale commercial development or office complexes, to encourage these uses.

Guidance for Quality Outside the LDO Is Needed

- Parker should consider the example of many Gold Medal parks communities and develop a comprehensive set of Design and Development guidelines for parks, trails and open space in a manual that stands outside the LDO. A manual provides the developer substantial guidance at the outset, eliminating time and rounds of review. This can result in cost savings for both the Town and the Developer, as well as better outcomes. The manual can be updated regularly in response to changing industry practices, market conditions, and Town needs, without the need for code updates. (Note: Some aspects may be similar to the Town's Construction Specifications & Design Considerations for Parks, Trails and Streetscapes, but better guidance is needed to ensure the quality of development and landscaping desired.)
- Design and development guidelines for parks, trails and open space should be provided in addition to in addition to numerical standards and define:
    - Required types of facilities
    - Required types of support amenities (benches, bike racks, restrooms, drinking fountains, barbecues)
    - Compatible facility alternatives to add recreation variety
    - Access requirements (if exceed requirements as per Americans with Disabilities Act (ADA)
    - Amount of parking needed and type (on-street, on-street diagonal, off-street)
    - Amount of developed park area versus undeveloped (including natural areas and turf/lawns)
    - Maintenance and irrigation requirements
    - Mix of active and passive elements
    - Size and types of picnic shelters
    - Requirements for shade (shelter, sails, shade trees, etc.)
    - Plant palate for landscaping and native plantings
    - Seating, including arranged and movable
    - Activity space and program space
    - Art and interpretive elements in parks/placemaking characteristics
    - Crime Prevention Through Environmental Design (CPTED) requirements
- Facility definitions, including notes about required support systems, should be defined for specific types of amenities. (Note: These may be in the Construction Specifications & Design Considerations for Parks, Trails and Streetscapes):
    - Community gardens (plots, water, mulch pile, raised bed, permaculture, etc.)
    - Regulation sports fields, youth fields, sports practice space, and micro-fields
    - Play areas (including thematic play, water play, nature play, universal play, challenge elements)

- Activity hubs (such as skate spots, game centers, little free library, etc.)
- Trails (soft and hard surfaced)

Guidance for Renovation Outside the LDO Is Needed

- Parker has a developer driven park system, with many parks still under HOA management. As parks continue to age, the Town should give attention to requirements for asset management, replacement and the refreshing of facilities and amenities. HOA's frequently struggle with long-term repair, facility replacement and refreshing of parks—particularly as neighborhood needs change.
- Replacement with similar elements should be required for some standard amenities and facilities, applying new best practices. For example, in restroom renovation, facilities should require water-conservation fixtures and family (gender neutral) restrooms.
- To respond to emerging trends and changing demographics, HOA's should be encouraged to avoid "like for like replacements." For example, a tot lot with play equipment for ages 2-5 may be replaced with nature play elements and climbing rocks/challenge elements to serve ages 2-5, 5-12, and 13-18 in a neighborhood where youth are aging. These changes create more interesting recreation opportunities, serve broader ages and ensure the recreation opportunities change with changing neighborhood demographics.
- Landscape refreshing should consider newer plant palettes, with guidelines to avoid pollinators near play areas.

Additional Information on Master Plan Policies Compared to LDO Dedication Standards

Section 13.07.140 is intended to be updated based on the recommendations in the 2018 Parks, Recreation and Open Space Master Plan. The Master Plan's implication for LDO Standards are noted in key findings. However, a few points warranted additional documentation.

Park Land Level of Service (LOS)

In Section 2.3, the Master Plan summarizes the existing level of service provided by Parker's parks and open space by type (Table 2, next page). It also recommends a service level.

Table 2: Parker Parks, Recreation and Open Space Master Plan LOS Standards

Park Type	Current LOS (acres/ 1,000 residents)*	Current Service Distance (miles)**	Recommended LOS (acres/1,000 residents)***
Urban/ Mini	0.14	0.25	0.2
Neighborhood (Town and HOA)	2.95	0.5	2.5
Community	0.41	2.0	2.0
Special Use	3.27	4.0	4.0
Subtotal	*6.77*		*8.7*
Multi-use Trails		0.5	
Open Space	20.65	0.5	18.0
Subtotal	*20.65*		*18.0*
Total	**27.42**		**26.7**

Source of Data: Parker 2018 Parks, Recreation and Open Space Master Plan

**Current LOS is based on a 2016 population of 48,422*

***Service distance is the recommended maximum distance that residents should have to travel to get to this type of park.*

****Recommended LOS is customized based on a projected population of 2022 (63,809 people) and NRPA Level of Service Guidelines originally developed in 1996. Since then, NRPA has advocated for the development of more customized standards for agencies.*

Parker's current land dedication standard requires 7.5 acres of parkland per 1,000 residents. This yields the majority of the composite 8.7 acres per 1,000 residents LOS recommended in the Master Plan. It is appropriate for the Town to contribute some of the overall LOS acreage outside of private development, particularly for special use sites for large facilities. As such, the standard of 7.5 acres per thousand as a requirement of development is considered adequate compared to the PROS Master Plan policies.

The PROS Master Plan recommended LOS for open space is 18 acres per 1,000 residents. Parker's land dedication requirement is based on the goal of protecting 20% of the development for open space. While on one hand it makes sense to express these standards in the same format--namely, in acres per 1,000 residents—there may be another approach to consider. Open space provides many benefits, one of which is the connection of people to nearby nature. However, the provision of open space is more typically tied to benefits such as the protection of natural and cultural areas, the provision of wildlife corridors, water quality protection in riparian corridors and wetlands, and ecological functions such as stormwater filtration and purification. That means the open space acquisition is driven by geographic and ecological site selection

requirements—not population standards—as noted in the Open Space, Trails and Greenways Master Plan. The Town should determine if a population-based LOS standard of 18 acres should be combined with stronger site selection/dedication criteria. In making that decision, the Town should run calculations by area to determine how the 18 aces/1,000 residents compares to the current goal of protecting 20% of a development as open space. It is unclear how comparable these metrics are.

It's also interesting that no LOS assumptions or recommendations are made for trail corridors, even though these lands can be counted in special cases as park land.

Park and Open Space Service Distance

In Section 2.3, the Master Plan level also defines a service distance for each park type. The service distance proposed and mapped is "as the crow flies" and represented by circular bubbles around parks (Figure 1). This approach exaggerates the area served by existing parks. It also requires residents to travel farther than the 10-minute walking distance (1/2 mile), which is the industry standard.

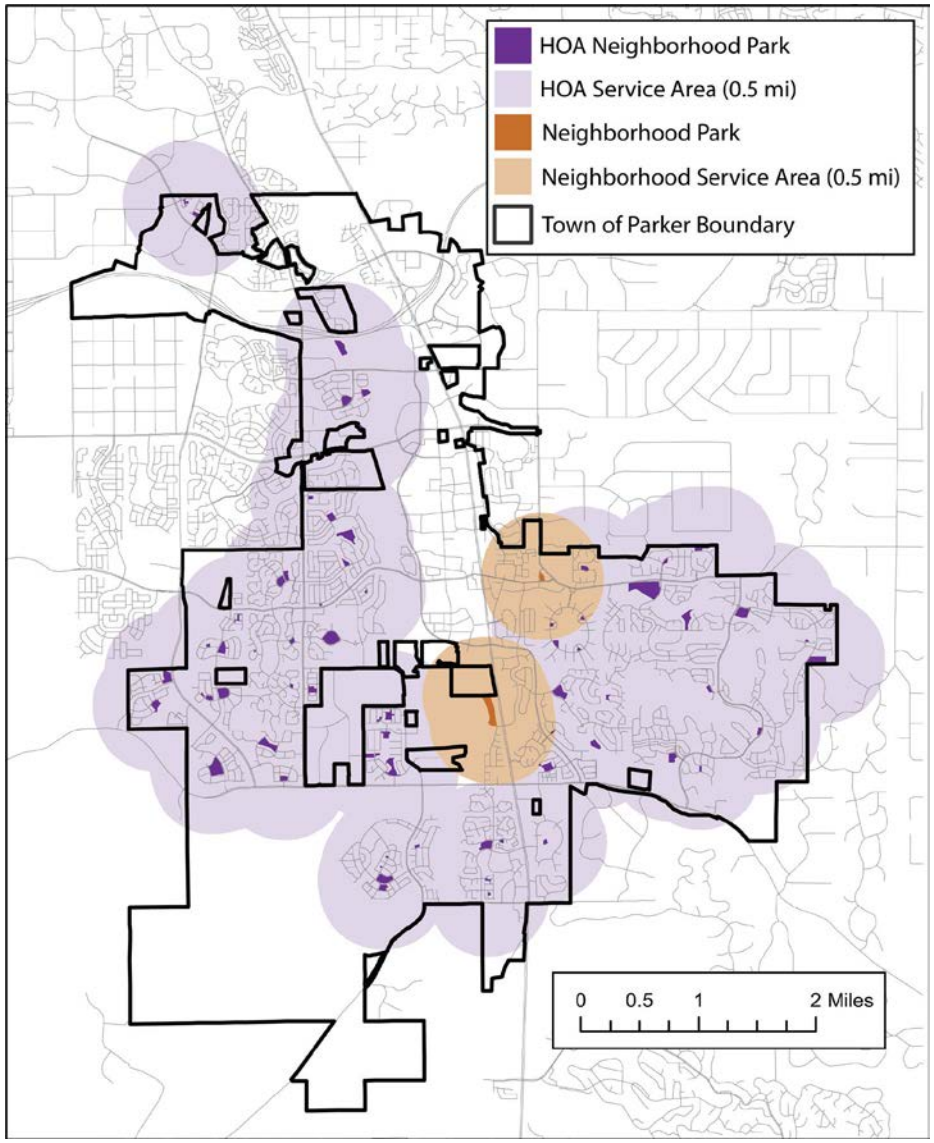


Figure 1: Town of Parker Neighborhood & HOA Park Service Area (PROS Master Plan, p. 54)

ADA Accessibility

The PROS Master Plan places a great deal of emphasis on ADA accessibility. It notes:

> *It's critical to note that private entities, such as HOA-managed parks, are held to different standards of accessibility under ADA regulations. In order for the HOA*

neighborhood parks to be considered as part of the Town's LOS, it is highly recommended that standards be implemented for new construction and alterations of existing HOA-managed parks (through the Town LDO) to meet public accommodation regulations, under title II of the ADA." (Master Plan, p. 63).

The Town may want to evaluate this statement further. It is MIG's understanding that public parks that are managed by private entities still have to meet all ADA requirements. The same requirements as for other Town parks apply, and HOA's will need to ensure that any new ADA requirements are met upon renovation.

Assessment Conclusions

This Assessment of adequacy begins to frame the structure for needed updates to the Parker LDO Parks, Recreation and Open Space Standards. The conclusions of this assessment are reflected in the final section of this report, the Recommendations. Conclusions of the assessment are:

(1) The park acreage dedication requirement of 7.5 acres is adequate in total but needs more specificity by park type

(2) Development fees are similar to peers, but are inadequate to cover the cost of expected park improvements

(3) Open space dedications and development requirements need further discussion, as do potential requirements for public spaces

(4) Codifying expectations and criteria for decision-making can provide better transparency and consistency.

(5) Parker needs more qualitative standards and guidance about site selection, design, development and construction to achieve its quality expectations.

(6) The Town needs to determine how much specificity it wants in future standards, at the risk of losing flexibility for unique situations and context-sensitive solutions.

Recommended Standards and Fees

Introduction

This section of the document summarizes recommendations for updates to the Town of Parker Park Dedication Standards. It proposes new park dedication and development standards and in-lieu fees for residential areas, which are anticipated to be integrated into the Parker LDO modernization project. Requirements for non-residential areas would be addressed separately in LDO Landscape section.

This memo distinguishes requirements for Neighborhood Parks, Community-Serving Parks and Open Space in an easy-to-read matrix by park type. It calculates fees in lieu of park land based on the required elements for Neighborhood Parks and Community-Serving Parks. It defines these park types in comparison to the 2018 PROS Master Plan level of service (LOS) recommendations below.

Parks, Recreation and Open Space Master Plan Compatibility

The adopted 2018 Master Plan recommended LOS standards for park land by type, in terms of acreage per 1,000 residents. These recommendations were used to guide proposed LDO standards. However, the Master Plan distinguishes standards for seven different types of parks, open space and landscaped areas. These are simplified in the LDO standards as noted in Table 3, next page. Note: Table 3 is intended for guidance only to illustrate the compatibility between Master Plan and LDO standards. It should not be adopted as part of Parker's Municipal Code. The term "Community-Serving Parks" (CSP) is used in LDO standards to reference community parks, special use sites, and urban parks/plazas that have a community-wide service area.

Table 3: Comparison of 2018 PROS Master Plan Standards to LDO Requirements for Residential Areas

Master Plan Park Category	Master Plan Recommended LOS (acres/1,000)	LDO Park Category	Recommended Dedication Standard (acres/1,000)	Responsibility for Maintenance, Asset Management and Operations	
				Town	**Private, HOA, or District**
Neighborhood Parks	2.5	Neighborhood Parks	2.5 [2]		✓
Community Parks	2.0	Community-Serving Parks (CSP)	5.0 [2]	✓[3]	✓
Special Use Parks	4.0			✓[3]	✓
Urban Parks/Mini Parks[1]	0.2			✓[3]	✓
Open Space	18.0	Open Space	20%	✓	✓
Multi-Use Trails	-	Open Space; portion of CSP		✓[3]	✓
Landscaped Areas	-	Landscaped Areas	Required in separate section of code for residential and non-residential areas		✓

1 Mini Parks are not allowable per LDO requirements. Urban Parks that function as civic space are allowed under CSP requirements.

2 The dedication standard remains at 7.5 acres per 1,000 residents for park land, with a recommended split as noted in Table 1. See dedication standards for more details. A minimum is set for Neighborhood Parks only.

3 Additional requirements must be met by developers before the Town will agree to assume responsibility for long-term site maintenance.

Note: This table is not intended to be adopted with LDO standards. It is intended to guide Master Plan implementation.

Proposed Park Dedication Standards

Table 4 presents proposed park dedication standards and guidelines in the following categories: land dedication, site selection, site development, and credits. This information will be considered in the update of the Land Development Ordinance (LDO) – Chapter 13 of Parker's Municipal Code.

Table 4: Proposed Standards Matrix for Parks and Open Space in Residential Areas

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
LAND DEDICATION			
Purpose	Provides essential recreation opportunities, play space and small group gathering space to nearby neighbors.	Supports a variety of recreation opportunities and specialized uses for several neighborhoods or the entire community. These sites may support organized sports, large-group gatherings, active and passive uses, and trails, while also providing access to unique landscapes and natural areas.	Preserves and/or protects open space and greenways that may include natural resources, cultural resources, visual resources, community buffers and environmental hazards (floodplain and steep slopes) as defined in the OSTG MP.
Intended Function	• Provides a place to play and access to the outdoors. • Provides green space within neighborhoods. • Provides space for family and small group gatherings. • Contributes to neighborhood identity and character.	• Provides specialized community uses and/or variety of recreation experiences for all age groups and diverse interests. • Provides space for recreation programming. • Provide opportunities for large-group gatherings. • Provides opportunities for small and large-scale social and cultural activities and events. • Supports competitive and drop-in sports.	• Preserves and protects land from development as noted in OSTG MP. • Contributes to community greenspace, aesthetics, identity and character. • May preserve valuable natural and cultural resources and wildlife habitat. • May preserve and protect sensitive resources from access and use.

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
		• Provides for active recreation and fitness opportunities. • Provides passive recreation and places for respite. • May support environmental education and nature interpretation. • Contributes to community identity and character.	• May support trail use compatible with natural resources. • May provide low-impact, nature-based outdoor recreation. • May provide low-impact opportunities for environmental education, nature interpretation and nature experiences.
Land Dedication Standard	**Required: 7.5 acres per 1,000 residents combined.** • NP Standard: 2.5 acres per 1,000 residents minimum. • CSP Standard: No minimum; goal is 5.0 acres per 1,000 residents. Provide as determined through approved Sketch and Preliminary Plan.		Recommended 20% of development.
Type of Parks Included as per PROS Master Plan	Neighborhood Park	Community Park, Special Use Park, Urban Park, Multi-Use Trail	Open Space
Service Area	Surrounding neighborhood	Several neighborhoods or the entire community	Several neighborhoods or the entire community
Service Distance	½ mile maximum	2 mile maximum	See OSTG MP
Preferred Size	1.5 – 5 acres	10-25 acres	See OSTG MP
Minimum Size	1 acre	8 acres	See OSTG MP (Strategies 1.1 and 1.2). Larger sites are preferred and have higher

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
			natural resource and habitat values.
SITE SELECTION			
Selection Criteria	• Minimum 90% of land is developable for park uses • Preferred 50% of land is level and sufficient for active recreation uses • Preferred minimum width 100 feet, shaped & designed to ensure accommodation of required uses. • Not within any easement or utility corridor	• Minimum 75% of land is developable for park uses • Preferred 50% of land is level and sufficient for active recreation uses and sports fields a. Include a balance of both active and passive uses considering topography, drainageways, sensitive habitats or other natural features. b. Active areas will have sufficient land area suitable for sports fields and multi-use fields activities. c. The Town may allow a reduction in level land area if active recreation uses are developed on compatible non-level topography. • Minimum width 300 feet • Not within any easement or utility corridor • Creeks and floodplains considered for up to 25% of dedication requirement	See OSTG MP

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
Location Criteria	Centralized and reasonably multi-modal accessible to neighborhood	Reasonably multi-modal accessible to area intended to serve	See OSTG MP
Co-Location Opportunities (Park may be situated adjacent to these for synergies)	• Elementary or middle school • Open space • Detention ponds	• Elementary, middle or high school • Open space • Detention ponds	Parks of other types
Access/Entry	From local or collector street	From collector or arterial	Determined at Sketch, Preliminary Plan or Site Plan
Street Frontage	Required on one side by local/collector street only; allowable on 2-4 sides	Required on two sides by collector/arterial street; allowable on 2-4 sides	None required
Adjacencies	To extent feasible, private lots should not back on to park	To extent feasible, private lots should not back on to park	N/A
Connections to Trails and Sidewalks for Bike and Pedestrian Access	• Connection to sidewalks for bike and pedestrian access is required. • Local trail access is desired.	• Connection to sidewalks for bike and pedestrian access is required. • Access by local, regional or multi-use trails is required to provide bike and pedestrian access from neighborhoods served and the surrounding community.	Depends on site
Trail Corridor as Park or Open Space	• Neighborhood Parks may be accessible by sidewalks and trail corridors; these corridors do not count toward the neighborhood park dedication requirement. • Neighborhood parks should have internal access paths to	• Accepted up to 25% of CSP dedication requirements as determined in Sketch, Preliminary or Site Plan, at locations deemed appropriate by the Town for recreation and non-motorized transportation - per the OSTG Master Plan.	• Greenways and trail corridors are acceptable as OS as noted in the OSTG Master Plan. • May include local, regional, multi-use, equestrian and nature trails.

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
	facilities per ADA requirements and may have loop trails within the park.	• May include local, regional, multi-use, equestrian and nature trails. • Not considered if land is within any easement or utility corridor that restricts development. • Must be minimum of 25-50 feet wide as determined by Town to accommodate parallel hard- and soft-surfaced trails.	• Not considered if land is within any easement or utility corridor. • Must be minimum of 25-50 feet wide as determined by Town to potentially accommodate parallel hard- and soft-surfaced trails.
Not Allowable as Parks	As noted in current code	As noted in current code	As noted in current code
SITE DEVELOPMENT			
Intended Use	Mix of active and passive as determined in Sketch, Preliminary or Site Plan	Mix of active and passive	Primarily passive
Intended Development Character	Developed	Developed, thematic, natural	Rustic and natural
% of Site to be Developed or Landscaped	Recommended minimum 90% as determined in Sketch, Preliminary Plan or Site Plan	Recommended minimum 75% as determined in Sketch, Preliminary or Site Plan	Maximum 20%
Design Requirements and Facility Specifications	As determined through Sketch, Preliminary Plan or Site Plan	As determined through Sketch, Preliminary Plan or Site Plan	As determined through Sketch, Preliminary Plan or Site Plan
Play Space and Equipment			
Open turf play area	R (minimum 25 feet wide)	R (minimum 25 feet wide)	-
Small-scale playground	R (or other play features)	C	-
Universal & inclusive play elements	R	R	-
Nature play features	C	C	C

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
Water play features	MC	C	-
Thematic play features	C	C	-
Large/destination play area	-	R	-
Zip line	-	C	-
Climbing structure or boulders	C	C	-
Sports and Fitness			
Ball field (diamond, rectangular)	C	R	-
Field and/or sports courts with lighting	-	C	-
Multi-purpose, artificial turf field	-	C	-
Specialty sport field or stadium	-	C	-
Sports complexes (3+ fields)	-	C	-
Sport court (e.g., basketball, pickleball, tennis, volleyball, badminton, shuffleboard, futsal)	R (may substitute another active use feature as determined at Sketch, Preliminary Plan or Site Plan)	R-2 or more courts	-
Tournament -style sports court or multi-court complex	-	C	-
Outdoor fitness equipment	C	C	-
Gathering/Social Spaces			
Small shelter (5-10 users & 2 Tables)	R	C	MC
Medium shelter (10-20 users & 4 Tables)	C	C	-
Large shelter (30-100 users & 6+ tables)	-	R with electrical outlets	-
Pavilion (100 + users)	-	C	-

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
Program space	C	R	C (consistent w/ site character)
Festival/event space	-	C	-
Seating (e.g., benches, chairs,	R	R	MC
Tables (e.g., picnic, ADA accessible, other style)	R	R	MC
Outdoor performance space / stage	MC	C	-
Amphitheater	-	C	-
Outdoor nature classroom	-	C	C
Paths, Trails and Trailheads			
Internal access pathway	R	R	C (if facilities present)
Loop path (with mileage markers)	C	R	C
Hard-surfaced trail (multi-use)	C	C	C
Soft-surfaced trail (jogging/hiking)	MC	C	C
Soft-surfaced trail (equestrian or mountain biking)	-	C	C
Greenway connection or trailhead	C	C	C
Gardens and Landscaping			
Arboreta/decorative garden	C	C	MC
Community garden/raised garden	C	C	MC
Landscaping	R	R	MC (See OSGT MP)
Natural areas/native plantings	C	C	C
Irrigation	R	R	C (in Landscaped Areas)
Outdoor Specialized Facilities			
Activity hubs (outdoor ping pong, foosball, chess/checkers game table, cornhole, skate spot, etc.)	C	C	-

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
Wheel park (skate, bike, etc.)	-	C	-
Dog off-leash area (fenced)	C	C	MC
Climbing spire or wall	-	C	-
Bike park, skills area or pump track	MC	C	-
Disc golf course	MC	C	-
Horseshoe pit	C	C	-
Aquatics and Water Access			
Swimming pool	C (Private only)	C	-
Splash pad	C (Private only)	C	-
Indoor Facilities			
Recreation center or fieldhouse	-	C	-
Environmental education center	-	C	MC
Activity building/clubhouse	C	MC	-
Interpretive / Placemaking Elements			
Interactive, functional, or visual art	C	C	-
Interpretive signage or elements	C	C	C
Site design theme	C	R	-
Support Amenities			
Shade (e.g., shelter, sails, canopy, umbrellas, trellis, pergola)	R	R	MC
Bike rack & fix it stations	C	R	MC
Barbecues single or dual (with ash disposal)	C	C	-
Drinking fountain	C	R	-
Fencing	C	C	C
Restroom permanent (full or vault)	C	R	MC

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
Restroom potable (screened)	MC	C	MC
Signage (identification)*	R	R	MC
Trash receptacles	R	R	MC
Dog waste stations	R	R	MC
On-street parking	C	C	C
Off-street parking	MC (for larger parks)	C	MC
Other Elements			
One added recreation element to be determined through Sketch, Preliminary Plan or Site Plan	R	R	MC
Other amenities and facilities to add recreation variety	MC	MC	MC
CREDITS			
Trail Corridor or Sidewalks	No credits	• No credit for sidewalks. • Credit for local trails, regional trails, multi-use trails, equestrian trails and nature trails for up to 25% of CSP dedication requirements. • See Trail Corridor as Park or Open Space in Land Dedication section.	• No credit for sidewalks. • Credit for local trails, regional trails, multi-use trails, equestrian trails and nature trails towards OS requirements. • See Trail Corridor as Park or Open Space in Land Dedication section.
Shared School Facilities	No credit	No credit	No credit
Specialized Recreation Facilities	No credit	As determined at Sketch, Preliminary Plan or Site Plan	No credit
Off-Site Lands	No credit	As determined at Sketch, Preliminary Plan or Site Plan	As determined at Sketch, Preliminary Plan or Site Plan

	Neighborhood Park (NP)	Community-Serving Park (CSP)	Open Space (OS)
Alternate Provision of Parks and Facilities	As determined at Sketch, Preliminary Plan or Site Plan	As determined at Sketch, Preliminary Plan or Site Plan	As determined at Sketch, Preliminary Plan or Site Plan
Private Park Areas - member only	Up to 50% of NP dedication if relieves burden on other parks and is open to neighborhood residents free of charge	No credit	No credit
Detention Ponds*	No credit	Up to 25% credit if graded, landscaped and improved so usable when dry – not including below the Excess Urban Runoff Volume (EURV water surface area.*	Up to 50% credit if enhanced, graded and landscaped per current code. Design required to look natural.
OTHER			
Responsibility for Maintenance, Repair and Asset Replacement	HOA or Metro District	HOA, Metro District or Town (if additional criteria are met)	As determined at Sketch, Preliminary Plan or Site Plan

R = Required for site C= Compatible (appropriate for site) - = Not Compatible (not suitable and should not be considered)

MC = May be compatible (suitability determined/approved through Sketch, Preliminary Plan or Site Plan)

*Reference Town's *Storm Drainage and Environmental Manual*

Definitions

Many terms used in the code related to parks are not defined in the code. The Town should define terms such as "active recreation", "passive recreation", "specialized recreation facility", and "nature play."

Neighborhood and Community-Serving Park In-lieu Fees

Section 13.07.140 (c) (5) in Parker's Municipal Code shall be amended as "Cash-in-lieu-of-land dedication and development." Formulas and requirements will remain the same. The Park Fee Schedule should be updated to amend calculations for park construction costs.

New development costs per acre are proposed based on general cost allowances to develop all required amenities, facilities and infrastructure in parks as noted in Table 2 above. The purpose is to illustrate typical costs of construction based on an example of elements that meet the minimum requirement. Costs are allowances and may not reflect actual construction costs depending on the types, styles and numbers of amenities and facilities provided. The number and types of amenities will be influenced by park size, topography, character, etc. The percentages for Design, Contingency and Future Construction Increases are consistent with percentages currently applied in Parker's Park Fee Schedule.

The tables do not reflect the exact amenities, facilities or elements that may be developed in actual parks. Additional elements may be added or substituted as determined through the approved Sketch, Preliminary Plan or Site Plan.

Tables 5 (next page) and 6 identify the following development costs[1]:

Neighborhood Park Development	673,000 per acre
Community-Serving Park Development	912,000 per acre
Average Cost per Acre for Development	***$792,500 per acre***
Current Park Construction Costs	***$255,400 per acre***

[1] All cost assumptions in tables 5 and 6 should be vetted by Town staff. Given minimum park sizes, the Town should have a landscape architect confirm that these required elements will fit into a park of the minimum sizes noted.

Table 5: Minimum Development and Cost Assumptions for 1.5 acre (preferred size) Neighborhood Park (NP)

Neighborhood Park Required Elements	Allowance	Notes
Site Infrastructure and Irrigation	$ 202,200	Parker 2017 General Park Construction Estimate
Site Amenities/Furnishings/Signage	$ 35,000	Benches, trash receptacles, park rule sign, entry sign, bike racks, dog waste station
Children's Play Area (Small)	$ 150,000	Small-scale playground (ages 2-5 and 5-12) or other play features; universal or inclusive play elements; non-synthetic surfacing
Open Turf Play Area	$ 25,000	Graded, planted grass area
Sports Court	$ 100,000	Single court or other active use feature
Small Shelter	$ 120,000	5-10 users, shelter, concrete pad
Seating and Tables	$ 25,000	
Access paths	$ 25,000	
Shade	$ 50,000	Sails, umbrellas, canopies, etc.
Additional recreation element	$ 75,000	Additional element TBD
Site Development Subtotal	$ 807,200	
Design	$ 80,720	10 % of total development cost
Contingency	$ 80,720	10% of total development cost
Future Construction Increases	$ 40,360	5% of total development cost
TOTAL	**$ 1,009,000**	
NEIGHBORHOOD PARK	**COST PER ACRE**	
Site Acquisition	**market**	
Site Development	**673,000**	

Note: The cost per 1.0 acre (minimum NP size) is based on providing the following required elements in a 1.5-acre park. Costs are allowances and may not reflect actual construction costs depending on the types, styles and numbers of amenities and facilities provided. The number and types of amenities will be influenced by park size, topography, character, etc.

Table 6: Development and Cost Assumptions for 10-25 acres (preferred size) Community-Serving Park (CSP)

CSP Required Elements	Allowance	Notes
Site Infrastructure and Irrigation	$ 2,022,000	Parker 2017 General Park Construction Estimate
Site Amenities/ Furnishings/Signage	$ 100,000	Benches, trash receptacles, park signage, bike racks, dog waste station
Restroom(s) Permanent	$ 850,000	Multi-unit single occupancy restroom, plumbing chase and storage
Large or Destination Play Area	$ 750,000	Large play area with universal and inclusive elements
Open Turf Play Area	$ 100,000	Graded, planted grass area
Ball field (diamond/rectangular)	$ 650,000	Lighted, sand base turf field including drainage and irrigation; amenities such as backstop, dugout, bleachers, goal posts, etc.
Sports Court	$ 250,000	Paired courts, lighted
Large Shelter	$ 650,000	30-100 users, shelter, concrete pad, electrical outlets, food prep area with sink, security lighting
Seating and Tables	$ 100,000	Allowance
Shade	$ 150,000	Sails, umbrellas, canopies, etc.
Access Paths	$ 150,000	Allowance
Loop Path	$ 300,000	Allowance
Program Space	$ 500,000	Allowance for hardscape/softscape for organized programs and events
Additional Recreation Element	$ 150,000	Additional element TBD
Natural Area	$ 70,000	Restoration costs @ $35,000 per acre for 2 acres
Site Design Theme	$ 500,000	Allowance park character
Site Development Subtotal	$ 7,292,000	
Design	$ 729,200	10 % of total development cost
Contingency	$ 729,200	10% of total development cost
Future Construction Increases	$ 364,600	5% of total development cost
TOTAL	**$ 9,115,000**	
COMMUNITY SERVING PARK	**COST PER ACRE**	
Site Acquisition	**market**	
Site Development	**912,000**	

Note: The cost per 1.0 acre is based on providing the following required elements in a 10-acre park. Minimum CSP acreage is 8 acres. Costs are allowances and may not reflect actual construction costs depending on the types, styles and numbers of amenities and facilities provided. The number and types of amenities and facilities will be influenced by park size, topography, character, etc.

Notes on Design and Development Guidelines

Many communities that provide quality parks have, in addition to the codified standards, a manual of design and development guidelines for parks. Because codification is by nature rigorous, and the Town desires to keep some flexibility, in order for the Town of Parker is to achieve all the aspirations related to parks quality that staff expressed in the course of this project, the Town will need to consider developing such a manual. Such a manual would supplement and illustrate code (Land Development Ordinance - LDO) language and help park developers better understand and envision a range of options for meeting the code. Because the manual would sit outside the code, it can provide strong guidance while still allowing for significant flexibility. It can also be more readily updated without a full code text amendment process, allowing staff to update and revise the guidelines as community recreation needs, trends, and costs shift over time. While design and development guidelines fall outside of the scope of this project, MIG has provided staff with several examples of similar products adopted in other communities.

Examples of guidance that typically stands outside the code include:

- Local, regional & multi-use trail definitions and their widths
- Examples of universal/inclusive & natural play features
- Lists of sample 'Additional Recreational Elements' by park type for developers for to pick from

Next Steps

The recommendations of this report will be shared with public officials in the Town of Parker for direction on which recommendations to incorporate into the current LDO Modernization project. From there, recommendations will be integrated as the draft LDO is developed, and further vetted and/or refined through the review and adoption process for the LDO Modernization project.

PARKER
COLORADO

PLANNING COMMISSION 2020 MEETING SCHEDULE

2nd and 4th Thursdays

January 9	January 23
February 13	February 27
March 12	March 26
April 9	April 23
May 14	May 28
June 11	June 25
July 9	July 23
August 13	August 27
September 10	September 24
October 8	October 22
November 12	
December 10	